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MOTOR SPORT

FORMULA 1 | GOODWOOD | MOTORCYCLES | NEW ROAD CARS | HISTORICS

Roebuck on the British GP: Webber's revival

EXCLUSIVE
Pat Symonds speaks: Senna, Schumacher and *that* crash
By Simon Taylor

Gordon Murray's blueprint for F1
By Ed Foster

New Exige: the first genuine Lotus supercar
It's more than just 'reheated soup', says Andrew Frankel

'I raced against Clark, Stewart, Hill, Brabham...'
Snapshots of the golden era greats by an Aussie who won their respect

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Meet the man who could be 'the next Bernie'...

FITTIPALDI

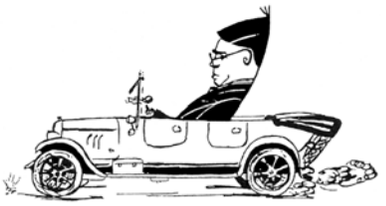
Life on the edge with the original 'young gun'

"Three times I nearly quit, three times I raced on"
By Rob Widdows



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Matters of Moment

Forty years ago, Emerson Fittipaldi would never have admitted he was spooked. Today, he freely admits that three times he nearly quit the sport he loved because of the dangers that claimed the lives of so many around him. His interview with Rob Widdows, conducted at the Goodwood Festival of Speed, is frank and revealing in a way it could never have been had they sat down together in the tumult of that summer of 1972, as Emmo blitzed the Grand Prix tracks of Europe in Chapman's unforgettable 'John Player Special' Lotus.

Fittipaldi was then on his way to becoming Formula 1's youngest-ever World Champion. He was on top of the world. Even our own Denis Jenkinson, never one to be easily impressed, was daring to compare him to Jim Clark (see page 55). These were hairy days in a sport for hairy men who couldn't admit to fear – for fear of showing weakness, or worse, being accused of cowardice. Just ask Jackie Stewart.

Scared? Don't be soft. Not in the early '70s.

We see it often in these more enlightened times, that drivers who were lucky enough to survive those lethal years can now admit what they really went through. Jacky Ickx is now a different man because of the perspective he has gained on his youth, while Brian Redman's account of weeping and praying in fear the night before racing at the fearsome old Spa gives us the shivers, no matter how many times we hear it. He'd never have dreamed of admitting it publicly at the time.

The fatalistic acceptance that death could be around the next corner has been diminished in this modern era, thanks to the huge advances in safety. That's why it's such a shock when a driver, or co-driver in the case of rallying's Gareth Roberts (see page 15), is killed today.

But there's one notable exception where the old attitudes still exist. Isle of Man TT riders simply accept the brutal nature of their sport, just as they've always done, to a point incomprehensible to the short-circuit stars of MotoGP. They're a breed apart. If you've listened to the latest *Motor Sport* podcast from Goodwood, you'll know we were lucky enough to meet a cheerful bloke from Morecambe who just happens to have 19 TT wins to his name. John McGuinness describes himself succinctly: "no brains and big balls. And they're big balls, by the way." But there's much more than bravado in what he says. He's much more interesting than that, and the same goes for others of his ilk.

From the title *That Near-Death Thing* you'll understand that Rick Broadbent's new book on modern TT heroes is a true study of this attitude of fatalistic acceptance. It's highly recommended. McGuinness, the Dunlop brothers, Conor Cummins, Guy Martin: they're men Fittipaldi, Ickx, Redman and Stewart – who paid the TT a visit this year – would recognise only too well.



Damien Smith
Editor

"Next year the shackles come off," Pat Symonds tells Simon Taylor in this month's must-read 'Lunch with' interview. The former Toleman, Benetton and Renault engineer, designer and technical director is coming to the end of his Formula 1 ban imposed for his part in contriving Nelson Piquet Jr to crash out of the 2008 Singapore Grand Prix to the benefit of team-mate Fernando Alonso.

He's currently enjoying an underdog role as a consultant for lowly Marussia, strictly working away from the races as his ban dictates. But he admits he's talking to teams for a full-blown return in 2013, and while Marussia would be delighted to keep a hold of him, this brilliant engineer would be a coup signing for any team further up the grid. It would take a lot for him to move abroad, so we're talking Williams, Force India, even his old team that used to be called Renault and is now Lotus – although perhaps there's too much water under that particular bridge. Then consider Mercedes: old foes Symonds and Ross Brawn joining forces? Now that would be a prospect. And what »»

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about McLaren? It's hardly a team 'optimising its potential', as Martin Whitmarsh's predecessor might have put it. Then there's Caterham, now of Oxfordshire (keep up), following its move to the old Arrows base in Leafield. There's a team that has stated its intentions to actively recruit in the coming months.

But should Symonds be allowed back? Of course he should. In our interview, Symonds (right) talks openly about his "serious error of judgement in the heat of competition". He gives some context, and disturbingly states: "there are instances in F1 when things as bad, or worse, have gone unpunished". But he doesn't make excuses. Pat was wrong, he cheated and he doesn't hide from that. But now he's (nearly) served his time, he should be allowed to move on – and wherever Pat goes, he'll be fired up to put this blot on a great career behind him once and for all.



The day after the British Grand Prix, we posted a question on our website: what were your experiences of Silverstone this year? The response was mixed, from those who had a great time on race day and believed Silverstone did all it could in very difficult circumstances, to those who have vowed never to set foot at the British GP again. Everyone had their own story.

All I can do is repeat what I wrote 12 months ago. From the paying spectator's point of view, Silverstone leaves a great deal to be desired. The circuit's facilities are not up to the world-class standards they should be. But in the management's defence, they have been forced to concentrate on the things that matter to Bernie Ecclestone, not the fans, to ensure Britain keeps its Grand Prix. That's why we've ended up with what Nigel Roebuck's new 'friend' calls the Taj Mahal (see Reflections, page 24)… As usual, everything comes back to Bernie. Priorities in F1 are not where they should be. Then again, no news there.

Like the hard-working team at Goodwood, our attention switches from the Festival of Speed to the highlight of the historic racing season, the Revival meeting in September. In the next issue, we'll be previewing what they have in store this year, including the 50th anniversary celebrations for the AC Cobra and what we're all really looking forward to – the pre-war Silver Arrows demo 'race'. For those of us not quite old enough to remember 1939, the last time that the giants of Mercedes-Benz and Auto Union went head to head, it promises to be a once-in-a-lifetime experience.

But to get fully into the Goodwood spirit, we'd like your help. 'You Were There' remains one of our most popular features, giving you the chance to see your own photographs in print. In the next issue (dated October), we're opening up space for a Goodwood readers' special, and we'll also be running a special gallery online, too. So do you have long-forgotten snaps at the bottom of a drawer of the Sussex circuit in its heyday? Are there hidden gems that you'd like to share with the world? If so, please send them to us (you'll find the address on page 42). Ideally, digital scans sent by email or on a disc work best. But whatever the format, here's your chance to contribute to our next issue. It'd be great to have you aboard.

I'd also like to invite you to participate in our latest online poll. The response to last month's favourite British champions vote exceeded expectations (see page 16), so now we'd like to ask you another question: who do you reckon will win the 2012 F1 World Championship? Log on to www.motorsportmagazine.com and tell us what you think.

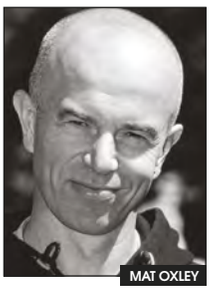
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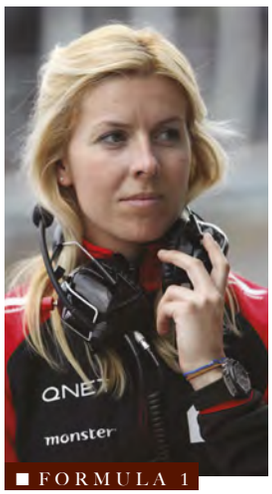
CONTRIBUTORS

ROB WIDDOWS was involved with Goodwood's Festival from the start and is also an experienced radio presenter who knows how to wield a mike under a celebrity nose, so we set him to accompany Emerson Fittipaldi round the paddock during his Festival weekend. The resulting 'on the hoof' talk brought an admission the Brazilian champion has never made before.

In-house webspert **ED FOSTER** has been enjoying green transport – and not just when he asked Gordon Murray to update his ideas for a no-holds-barred F1 car. No, we're talking bicycles, like the one Ed rode to Paris for charity. In 24 hours. That's 300 miles, non-stop, in driving rain and fog. And he had to be back in the office next day. He made it in 25½ hours after gearbox problems. We think that's pretty good.

We're still on two wheels for **MAT OXLEY** – as a winning bike racer himself Mat knows whereof he types, and this time brings us fascinating data on the relative performance of F1 and MotoGP machines. On the road two wheels are quicker, but on the track the F1 driver practically has time for a pint and a pasty before his leather-skinned rival gets home.

We don't know if he voted for James Hunt in our 'Favourite Champions' poll, but rally writer **ANTHONY PEACOCK** lists the laid-back budgie breeder as his lifestyle guru, along with Keith Floyd. But as far as we know there were no beach barbecues when he took British Rally Champion Jimmy McRae on a nostalgic Circuit of Ireland. Together they recall the Scot's astounding seven wins, when the event was reckoned to be five of the toughest days in rallying. It makes for an impressive tale.



FORMULA 1

De Villota improving

Maria de Villota's condition has been gradually improving after her horrific freak accident at Duxford Aerodrome on July 3.

The Spaniard was conducting her first straight-line test for Marussia when the car unexpectedly lurched forward as she was driving into the team's makeshift pit area. She ran into an open loading ramp on the back of a truck, which was at helmet level, and suffered skull and facial injuries.

She underwent lengthy surgery at Addenbrooke's Hospital, but sadly doctors were unable to save her right eye. A week later Marussia reported that she had been "making small but significant steps".

Inevitably questions have been asked about the 32-year-old's qualifications. However, she successfully conducted a test in a 2009 Renault last year, and Lotus had sent a positive report on her capabilities to Marussia. In addition she had raced powerful single-seaters in the Superleague Formula.

At the British Grand Prix drivers carried star stickers on their helmets as a gesture of support.



LAT

FORMULA 1

Why Webber is back to his best

Mark Webber's decision to sign up for another year with Red Bull Racing was the first step towards a shakeout in the driver market over the coming weeks.

Until Webber extended his deal there were question marks over one seat at all of the top teams, with Lewis Hamilton and Michael Schumacher yet to commit to McLaren and Mercedes respectively, and Felipe Massa working hard to hold on to his Ferrari seat.

Red Bull's act of faith in the Australian also emphasised the remarkable way he has engineered a turnaround in his fortunes since the end of last season.

When he failed at the last hurdle in his attempt to win the 2010 championship the consensus was that Webber would never have another shot at the title. Eventual winner Sebastian Vettel had lost a lot of points through bad luck early in the season, and it seemed unlikely that Mark would find himself in such an advantageous position again.

That was underlined in 2011 when Vettel proved absolutely dominant, and yet Webber rarely even managed to finish second to his team-mate. His only win came when Vettel let him by at the final race in Brazil.

And yet in the complicated and close-fought season that is 2012 Webber has bounced back. Along with his team-mate, he is a genuine contender for the title once more. He won the Monaco and British GPs, and put in an impressive drive from 19th to fourth in Valencia. Most importantly he's been a consistent scorer, which is clearly going to be a key to winning the title when the margins are so tight.

There are sound reasons for Webber's revival of



"I THINK HE WAS PRETTY DESTROYED AT THE END OF 2010 HAVING COME SO CLOSE"

ADRIAN NEWEY

fortunes. He is much more at home with the 2012 Pirelli tyres than he was in the Italian company's first season, but more importantly he never felt comfortable with the extreme version of the blown diffuser Red Bull ran last year. He's also found renewed confidence.

"I think he was pretty destroyed at the end of 2010 having come so close," Adrian Newey told *Motor Sport*. "And he probably carried that into 2011 a little bit. On top of that it took him a while to get used to the tyres. Probably more significantly, as we developed the exhaust technology, it didn't suit his style. Now we've lost that, and it's brought him back much more to 2009-2010.

"On top of that Mark reminds me very much of Damon [Hill]. He had a great first year at Williams in 1993, then '94 and '95 were difficult years. I think in '95 in particular he had a very quick car, but got demoralised with a silly war of words with Schumacher. He went away over the winter and came back incredibly strong in '96. And I think Mark has done exactly the same."

With Fernando Alonso on great form, and Hamilton capable of bouncing back, the title is still a long shot. And Vettel, who scored a great win in Bahrain and was dominant in Valencia until his Renault engine's alternator failed, is still likely to provide Webber with his strongest challenge.

Vettel may not have the sort of momentum that carried him to the title last season, but Newey says there's nothing to be concerned about: "I think it's the inevitable variations that happen race to race – things just conspire against you." *Adam Cooper*

Roebuck's Reflections, p24

■ SPORTS CARS

GT1 world series in scramble for survival



FIA GT1 World Championship boss Stephane Ratel has vowed to keep fighting to save the series in the face of dwindling grids and race cancellations.

The two Chinese races, set for Beijing Goldenport and Ordos in September, were axed at the end of June. The reasons have not been fully disclosed but the fall in the entry to just 15 cars played a part.

Ratel has now decided to combine the GT1 World grid with that of his FIA GT3 European Championship in any remaining European fixtures. GT1 World entrants will then be invited to enter three rather than two cars each when the series visits the Buddh International Circuit in India in December.

Alternative races are also being sought so that this year's world championship is fought out over nine rounds.

Ratel said: "We have to find a way of keeping the championship together and I will continue to do that because I believe it has a future.

"There is unanimous approval from the teams for a merged grid. If we go back to 26-28 cars, the grid will look good again."

Ratel insisted that all eight teams racing in this year's world championship have the intention to return in 2013. He needs 10 teams, each representing one manufacturer, to sign up by August 30 for the FIA to give the series the go-ahead.



■ FORMULA 1

Bernie off bribery hook?

The conviction of German banker Gerhard Gribkowsky has no legal implications for Bernie Ecclestone, the F1 boss's lawyer has claimed.

After a lengthy trial in Munich Gribkowsky was convicted of tax evasion, bribery and breach of fiduciary trust after admitting he had accepted a €45m payment from Ecclestone.

Ecclestone told the court that the payment was to stop Gribkowsky potentially making trouble for him with the UK tax authorities.

Gribkowsky had worked as chief risk officer for BayernLB, and was involved in the sale of the bank's 48 per cent share of the F1 business to CVC Capital.

It's believed that the authorities were more interested in convicting Gribkowsky than pursuing Ecclestone as in Germany senior bankers are regarded as public officials, and thus subject to rigorous standards.

■ INDUSTRY

Lola sale is "complex"

Troubled racing car manufacturer Lola is unlikely to be bought out of administration this summer.

The administrators revealed in mid-July that the composites arm of the company was on the verge of being purchased, but joint administrator Mark Newman of CCW Recovery Solutions described the sale of Lola Cars International as "more complex".

"There is potential interest in Cars, but it is a slightly different animal to Lola Composites," he said. "The negotiations also involve Lola Group Holdings [which is not in administration], which owns the trademarks and the IP [intellectual property]."

Newman confirmed that the sale of Lola Composites was imminent.

"Composites has a full production schedule," he explained. "It is trading fully and making a profit."



■ IRC

Rallying mourns co-driver's death

One of Britain's most promising young co-drivers lost his life in a crash on the Targa Florio Rally in Sicily in mid-June.

Gareth Roberts, 24, was killed instantly when the Peugeot 207 Super 2000 he was sharing with Craig Breen left the road on a fast left-hand turn and struck a metal barrier, which penetrated the front-right side of the car. Breen was treated for shock at the scene but was otherwise uninjured.

The event, a round of the Intercontinental Rally Challenge, was cancelled as a mark of respect.

Several tributes have subsequently been paid to Roberts. Sébastien Loeb carried a tribute sticker, produced for crews on the Ypres Rally in Belgium – where Roberts and Breen had been due to take part – while hundreds attended his funeral.

■ HISTORICS

Bourne to host BRM festival

The small Lincolnshire market town of Bourne is to be turned into a recreation of a 1962 Grand Prix as the home of BRM celebrates 50 years since the marque won the Constructors' title and the World Championship with Graham Hill.

On October 7 a three-quarter mile section of public road will be closed and used for demonstration runs for a range of BRMs as well as a field of cars from the 1962 Grand Prix season. Damon Hill is expected to drive a P57 of the type that his father raced in 1962.

"We are hoping to have examples of most of the BRMs," said former BRM employee and restoration ace Rick Hall, who has lived in Bourne all his life.

A gathering of former BRM drivers and mechanics, a cavalcade of road cars from 1962, a flypast by the Dakota from the Battle of Britain Memorial Flight and live period music will complete the day, which runs from 11am to 4.30pm.

■ HISTORICS

Hulme to be honoured

The life and racing career of Denny Hulme will be celebrated during the New Zealand Festival of Motor Racing, which will run over two weekends in January at the Hampton Downs track.

The organisers hope that up to 20 Can-Am and other sports-racing cars will contest a six-race mini-series on January 18-20 and 25-27 for the Denny Hulme Trophy. The trophy will be presented by Hulme's widow Greeta.

Many ex-Hulme cars will be there including his first race car, an MGTF, McLaren M8A and M8B Can-Am cars, and his 1973 McLaren M23 Grand Prix car. A big field of Formula 5000s will also be in action.





This month

Following the success of our British champions' poll, we're running another vote online now. This time we're asking: Who do you think will win the 2012 F1 World Championship? Go to ***www.motorsportmagazine.com*** and vote now! We'll publish the results in the October issue of *Motor Sport*

■ POLL WINNER

Clark wins again!

We asked you – and you answered, emphatically. Jimmy Clark is by far the most popular British Formula 1 World Champion, according to the readers of *Motor Sport*.

An online poll was launched in last month's issue to ask which of Britain's 10 World Champions – plus our honorary '11th man' Sir Stirling Moss – is held in greatest affection by racing enthusiasts.

More than 5500 took part in the poll, which was run in association with *The Daily Telegraph*. And from its launch just ahead of the Goodwood Festival of Speed, the result was never in doubt.

Much like most of his Formula 1 races during the 1960s, Clark quickly established an early lead and ran away from the field. When the poll closed just over three weeks later, the Scot who won a pair of titles for Team Lotus in 1963 and '65 had claimed 31.5 per cent of the vote.

Nigel Mansell, World Champion for Williams in 1992, was best of the rest with a 13.1 per cent haul, while our extra entry Moss – who finished championship runner-up four times in succession during his illustrious career – was third, netting 10.9 per cent of the vote.

The poll was launched to coincide with National Motorsport Week, a joint initiative run by the Motor Sports Association and the Motorsport Industry Association to promote racing in Britain. The UK has produced more F1 champions than any other nation, the 10 eclipsing the totals of three each from Brazil and Finland.



■ TOURING CARS

World series aims to bounce back from Chevrolet blow

As many as five manufacturers could be represented in next year's World Touring Car Championship despite the withdrawal of Chevrolet.

Series boss Marcello Lotti insisted that he had no concerns about the exit of Chevrolet Europe, which is on course for a third consecutive clean sweep of drivers' and manufacturers' titles. He described the Chevrolet pull-out after eight years as "one of the realities of motorsport".

Honda will be a like-for-like replacement for Chevrolet. The Japanese manufacturer is joining the WTCC with a minimum of two Civics with a full-house factory programme to be masterminded by the Italian JAS organisation.

Lotti also expects Lada to firm up its return to the series and for SEAT, BMW and Ford to continue at their present levels. Chevrolet will continue to support privateer teams running its Cruze model, while RML, which has masterminded Chevy's WTCC campaigns since 2005, has revealed that it is searching for finance to remain in the series as an independent.

Chevrolet Europe announced its intention to quit the WTCC at the end of the season in early July. It said it had taken the decision after a strategic review of all its marketing programmes.

■ HISTORICS

Isle of Man's '80s revival

The Rally Isle of Man will break new ground in September as the first UK rally to offer classes for cars of the 1980s.

The current historic regulations cut off at December 1981, but the event will have classes for category four cars (up to December 1986) and for later cars up to the end of 1991.

For the first time this will offer competition for period-specification cars such as Vauxhall Astras, Peugeot 205s and Ford Sierras, as well as Group B cars that meet current safety regulations.

"It is a toe-in-the-water exercise and it's exciting to be at the forefront of the next progression," said organiser Alan Teare.

■ HISTORICS

Retro rallycross series is go

Rallycross is the latest branch of the sport to initiate a historic element following the launch of the Retro Rallycross Challenge at Mallory Park in July.

Running at four events this season, the series is aimed at rallycross cars from up to 1987.

After 20 years away from rallycross, Rob Gibson and his MG Metro 6R4 will return to the sport in the Retro series and will be joined on the grid by James Harrold, who has rebuilt the VW Beetle turbo that his late uncle Peter raced throughout a successful rallycross career.

The series will now visit Lydden (August 26/27), Pembrey (October 7) and Croft (October 28).

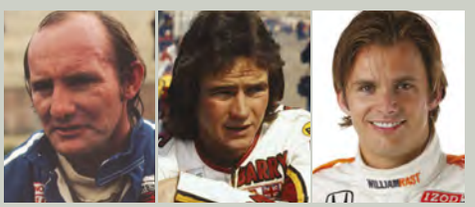


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HALL OF FAME 2013

The build-up to the 2013 *Motor Sport* magazine Hall of Fame continues. Each year we host a star-studded night to honour great names of our sport and invite a selection from the past and present to join our club of heroes. Between now and the 2013 event we will be asking those who are already members of the Hall of Fame whom they would choose to join them. This month we speak to 1979 Formula 1 World Champion **Jody Scheckter.**



"There are a few names that spring to mind: Mike Hailwood, Barry Sheene, and what about Dan Wheldon? Those three hardly need anything else said about them. Hailwood is one of the best bikers of all time, while Sheene is probably the most popular. As for Dan, well, he won Indy twice and in 2011 it was the only IndyCar race that he had competed in that year before that fateful day in the Kentucky Indy 300."



So who would you include in the Hall of Fame? Go to
www.motorsportmagazine.com
and tell us who we should make a member in 2013



LAT

■ HISTORICS

Low grids blight historic F1

The future of racing for historic Formula 1 cars is again under the spotlight following the opening races of the season for both the FIA Historic Formula One Championship and Grand Prix Masters.

Both series fundamentally cater for the same 3-litre F1 cars of the Cosworth DFV era and many industry insiders continue to question the viability of two European race series for largely the same cars.

To date, grids for Historic Formula One have been weak, with 13 cars at Hockenheim, eight at Spa and nine at Imola. The numbers picked up for the British Grand Prix support race at Silverstone when 23 cars arrived. The initial entry was over 30 cars, but late timetable changes contributed to a reduced field.

The Silverstone race (above) was won by Steve Hartley's Arrows A4 after Bill Coombs ran out of fuel in his Tyrrell 009. Meanwhile, Grand Prix Masters grids have been 16 cars at Barcelona, 18 at Brands Hatch and 16 at Dijon.

HFO boss Dan Collins says it is proving to be a difficult year and believes that the global recession has finally caught up with the top end of historic racing.

"Up until 2010 we thought we were relatively immune to the economic situation, but it has been a bit tough this year," said Collins. "Nobody wants to participate in a race with a poor grid and I can't say that it is sustainable. We've got to look closely at the second half of the season, but I can't speculate if both series will come together."



Paul Lawrence

Forty years after the car last raced in the UK, Gérard Gamand brought his rare Pygmée MDB17 to Brands Hatch for the Historic F2 races. It was thought to be the first time that an example of the French marque had raced in Britain since the early 1970s. Built by Marius Dal Bo for his son Patrick, the Pygmées had some success in F3 and then F2 and Gamand's car was last in the UK when Dal Bo junior competed in the European F2 race at Thruxton in 1972.

■ HISTORICS

Tour Britannia's little brother

Mini Britannia, a one-day version of Tour Britannia, the classic race and rally tour, will run on Saturday October 13, 2012 from a base at Silverstone.

Like its big brother, Mini Britannia will include Competition and Regularity events. A race on the Silverstone International circuit and a series of asphalt special stages in the area will make up the competition.

"The first car will start from the BRDC Clubhouse at 9am and head north into Warwickshire," said event director Alec Poole. "We have planned a full day of action and may have to limit numbers to get everyone round the route before it gets dark."



■ HISTORICS

Big plans for Aintree 50th

The organisers of the second Ormskirk Motor Fest are planning to make the event on August 26 bigger and better than the 2011 edition when more than 10,000 spectators watched demonstration runs of competition cars around a mile-long track in the centre of the Lancashire town.

Motor Fest, which is supported by West Lancashire Borough Council, will celebrate the 50th anniversary of the final British Grand Prix run at the nearby Aintree track and the organisers are hoping to attract cars with an Aintree history.

"We want to get a grid of cars together from the 1950s and 1960s that raced at Aintree, including single-seaters, sports cars and saloon cars," said organiser Mike Ashcroft of the Aintree Circuit Club. "Last year we had 250 cars doing demo runs and on display."

The final British Grand Prix at Aintree ran on July 21 1962, won by Jim Clark.

■ OBITUARY

Sergio Pininfarina

Head of the famous Italian coachbuilder for 40 years, Sergio Pininfarina died in July aged 85.

After graduating as an engineer he joined the family firm in 1950, when it was making its name as a fresh new presence, becoming managing director in 1961 and chairman in 1966.

In this time he expanded the company from producing handbuilt bodies for a few wealthy owners to designing for major manufacturers and building three manufacturing plants of its own.

The Farina part of the name became widely known in the 1950s for Peugeot and BMC designs, including the Austin A40, and later as Pininfarina for production designs such as Citroën GS and CX, Alfa Romeo 164, Lancia Gamma and Fiat 130 coupé. But it was designs for Ferrari and concept cars which made the most impact, notably the F40 and Enzo and the Jaguar Spider which caused a sensation in 1978.

Pininfarina was also an MEP as well as an Italian senator, a professor of car design and an honorary member of Britain's Royal Society of Arts.







Jenson and Lewis cultivate the new generation of fans

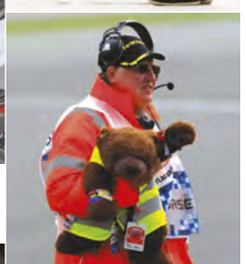


All images Jakob Ebrey



Webber clinches his (adopted) home win. Below: we are not what we seem...





British Grand Prix

Silverstone, Northants

DESPITE THE RAIN, THE MUD, THE traffic and the camping problems, an amazing 127,000 spectators turned out to watch the British Grand Prix on Sunday July 8. Not a figure you'd see turning up to many of the other Grands Prix on the Formula 1 calendar.

Waterlogged car parks and soggy camp sites led to traffic chaos on Friday morning, but things improved on Saturday after the track asked spectators not to come that day in order to make Sunday run as smoothly as possible.

"It was a very difficult weekend," managing director Richard Phillips told *Motor Sport*. "The weather conditions were extraordinarily difficult. We looked at the other events around us that were falling apart, and we wondered what we were going to do. But with the decisions we made, with the fans' co-operation and that of the local community, we pulled out a great Grand Prix. From the feedback that we had, a lot of people were very supportive of what we did."

Silverstone took a major financial hit not just from the potential refunds to ticket holders who couldn't beat the traffic, or obeyed the request to stay away on Saturday, but also from the extra costs of trying to solve the problems. "We spent more money trying to sort things out," said Phillips. "Most people made it on Sunday, so I don't think that was particularly damaging. But as to the Friday and Saturday, we'll have to see."

Lessons will no doubt be learned, but what many will hopefully remember about the weekend will be a great motor race and a stunning victory for Mark Webber.





Circuit's new grandstands kept the crowd's heads above water





Fernando Alonso makes a young fan's day



Who'd have thought it? And there must be at least two of them…

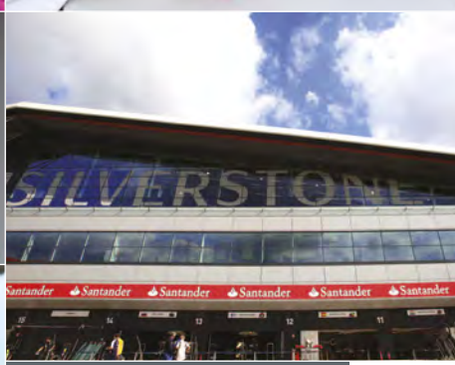


Flash Jordan and frontman Button perform post-race gig



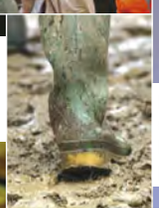
Above: fake Debbie Harry. Below: real Hugh Grant







Face off: for a fee you could have your mugshot on a Red Bull







FORTHCOMING EVENTS

JUL 29 F1 **Budapest, Hungary**
JUL 29 MOTOGP **Laguna Seca, US**
AUG 2-4 WRC **Rally Finland**
AUG 2-4 ALMS **Mid-Ohio, US**
AUG 5 INDYCAR **Honda Indy 200, Mid-Ohio, US**
AUG 10-12 HISTORICS **Oldtimer GP, Nürburgring**
AUG 16-19 ALMS **Road America, US**
AUG 17-19 HISTORICS **Monterey Motorsports Reunion, Laguna Seca**
AUG 19 MOTOGP **Indianapolis, US**
AUG 24-26 WRC **Rallye Deutschland**
AUG 26 MOTOGP **Brno, Czech Republic**
AUG 26 WEC **Silverstone, UK**
AUG 26 INDYCAR **Indy Grand Prix of Sonoma, US**
AUG 26-27 HISTORICS **Oulton Park Gold Cup**
AUG 31-SEP 1 ALMS **Baltimore, US**



LAT

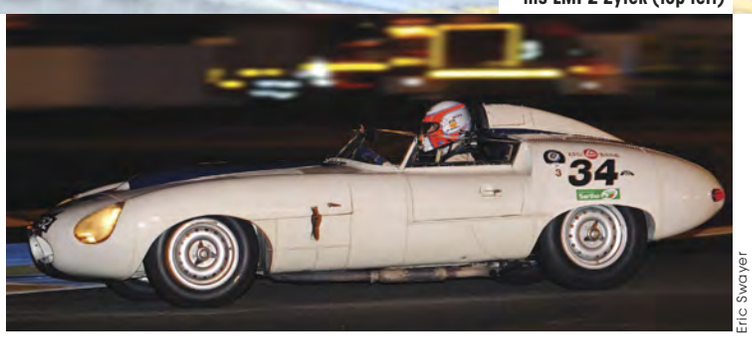
Le Mans, France

Le Mans Classic



Peter Baker

Sam Hancock in D-type (above) and E2A (below) Jaguars; more sedate than his LMP2 Zytek (top left)



Eric Swayer

I'VE BEEN A LUCKY BOY THIS SUMMER. In June, I contested the world's most famous endurance motor race for Jota Sport in a cutting-edge Zytek LMP2 powered by a 450bhp Nissan engine. A month later I was back at La Sarthe, this time pedalling not one but two priceless Jaguars of 1950s vintage at the Le Mans Classic.

The cockpits of the delicate pastel-blue Jaguar D-type, and creamy white E2A (the unique and scarily valuable prototype Jaguar built between the D and the E-types) couldn't bear less of a resemblance to that of the Zytek. The former are more Lancaster bomber (in fact the dials and switches in E2A were the same as those used in that very aircraft). As for the Zytek, it's more NASA Space Command.

Out on track it doesn't take long to appreciate how the discovery of downforce has changed our world. Turn 1 at Le Mans is barely even a corner in the Zytek. It's easy-flat in fifth, with sufficient grip to demolish the brake pedal little more than 60 metres before turning in to the Dunlop Chicane. In contrast, both Jaguars demand soft but lengthy braking long before the right sweeper, before a delicate waft of throttle through its apex to balance the resulting slide. Then it's hard on the brakes to negotiate the 90-left-90-right flick, and here it's the old-timers that win in the fun stakes. Broad slides and armfuls of opposite lock prove the most efficient way to manage the rapid direction change, while the Zytek – devoid of downforce at these low speeds – ploughs through each apex with clumsy understeer.

Down the hill and into the Esses, the lower grip levels and rolling speeds of the Jaguars require moderate braking and a single downshift for the cambered left-hander, rolling in with as much speed as you dare. The Zytek is the same, just at higher speeds.

The desired line over the brow on the exit is the same for old and new, but inevitably the Jaguars prove more vulnerable to the laws of physics, with E2A dancing lightly on her feet over the crest, with an objection of oversteer that pulls her uncomfortably close to the Armco just feet away.

Through Tertre Rouge and the profile of this deceptively quick corner challenges Dunlops, both treaded L-section and slick alike, such that the resulting slide bullies the classic and contemporary machines well over the rumble strip on the exit, and to within a gnat's whisker of the tasteless 'baguette' kerbs that lie beyond.

Onto the Mulsanne Straight and

Great eras revived as Le Mans recalls its past



Freisinger's rare Group 5 'Moby Dick' Porsche 935



Pre-war leviathans included a Lagonda LG45



275 GTB4 on track; another went for €1.5m at auction

bizarrely it's here, and on the later run between Mulsanne and Indianapolis, that I notice the most dramatic differences. Surely a straight is a straight, right? You just sit there, 'harry flatters', admiring the scenery before the next corner, don't you? Well, in a modern prototype, absolutely – you can even take your hands off the wheel and tighten your belts if you need to. But in a classic Jaguar it isn't so simple. As the car builds to its impressive top speed of 180mph, the nose lifts dramatically, doubling the already significant free play in the floaty steering mechanism.

Like a speedboat at full tilt sitting right up on top of the water, she stands high up on tip-toes, darting from bump to gulley, and tram-lining at will. In the dry this is perfectly manageable with a counter-intuitive but finger-light grip on the steering wheel which allows her to wander at will. But in the wet, at night, with headlights about as powerful as a couple of candles, it's borderline terrifying. More than once I wonder how the heroes of yesteryear held their nerve for lap after nail-biting lap.

Into the chicanes now that punctuate the long straight and, along with Mulsanne corner itself, no section of the lap highlights more clearly the astonishing advances in braking technology. Both the D-type's drum brakes and E2A's early discs demand nearly 250m of delicate 'gentle-then-firm' application of the anchors; the Zytek, meanwhile, still thumbs its nose and calls you 'chicken' with just less than 90m of brutish retardation from 190mph.

The kinks that run from Mulsanne to Indianapolis are nothing but mere 160mph landmarks in the Zytek, even in the rain. But with a glistening track, it's a brave soul who keeps his foot buried through those in a sports car of significant vintage.

Indianapolis itself separates the men from the boys, regardless of era. The blindingly fast right-hand entry would possibly be flat in sixth in any modern prototype, were it not for the fact that it is met by a tight, second-gear left-hander immediately after. In the Zytek, it's a 180mph game of dare: how late do you lift for the right to ensure you've enough time to slow for the left? In the Jaguars, the answer is more straightforward – not only should you lift long before the right, but you should brake. And brake hard.

Having negotiated the woefully slow Arnage corner, the apex speed of which I suspect is similar in cars both old and new, it's another blast through the countryside before the breathtakingly fast entry to the Porsche Curves... breathtaking at least in the Zytek, which funnels into the single-lane bends, flat in fifth, with complete disregard for the proximity of the concrete walls that line them. With nothing then but a lift of the throttle to negotiate the tighter of the Porsche Curve's notorious twists, it's a far cry from the Jaguars which demand a long squeeze of the quiet pedal well before turn-in. But while they can't come close to the Zytek's neck-wrenching, mind-boggling capabilities through here, the Jaguars offer fun of their own kind with long, high-speed drifts for those able and willing to induce them.

Into the final sequence of chicanes ending the lap and the frolics continue. Impossibly late on the brakes in the Zytek before pitching it in and dancing the rear through the direction changes while keeping the weight on the nose. The technique in the Jaguars is astonishingly similar, just more lethargic. Get it wrong, though, you'll be pulling the gravel from your teeth. Get it right and you'll be grinning as you start another lap. *Sam Hancock*



Mighty Ferrari 512M served as a reminder of classic early 1970s battles with Porsche

Eric Swayer



Packed Historic F2 grid made great entertainment

Paul Lawrence

HSCC Historic Superprix

Brands Hatch, Kent

The late loss of the FIA Historic Formula One Championship was, on paper, a blow to the prestige of the annual HSCC Historic Superprix on the Grand Prix circuit at Brands Hatch.

However, the defection of the HFO championship to a British Grand Prix support slot was admirably countered by the Historic Formula 2 and Martini Trophy series. While the F1 feature would have struggled to make double figures, the F2 and sports car classes showed that they are two of the current hot tickets. Strong grids, great-looking cars and quality drivers delivered in spades, and for those seeking a period F1 fix, five F1 cars ran in the Derek Bell Trophy, including **John Delane's** ex-Stewart Tyrrell 006.

The Brands Hatch paddock was as full as the timetable and that's where the event nearly came unstitched. A nasty Historic FF1600 accident on Sunday that ended with **John Crowell** being helicoptered to hospital wreaked scheduling havoc and the HSCC ran flat out to try to beat the circuit curfew. Crowell's Elden Mk8 flipped on the run to Hawthorns, but thankfully his injuries were far less severe than initially feared.

In both F2 and the Martini Trophy, rain showers on Sunday put a premium on knife-edge driving ability. Making light of a wet track and slick tyres, **Martin Stretton** powered home to complete an F2 double in his ex-Laffite March 742. Irishman **Darwin Smith** (March 722) went with Stretton on Saturday and on Sunday **Martin O'Connell** gave chase in his Chevron B40.

The Martini Trophy delivered a fine grid of 2-litre sports cars and two absorbing races. **Silvio Kalb** and **John Burton** battled mightily in the opener and only when Burton had to dive through the gravel at Paddock to avoid a slower car was the matter resolved in favour of Kalb's March 76S. Once again, a rain shower made it tough at the start of the second race and **Nick Fleming**, racing his dad's Chevron B36 for the first time, drove beautifully to take the lead. Sadly, a misfire set in and **David Gathercole** took over for victory in his Lola T212 as Kalb worked back to second on a fast-drying track.



Le Mans winner Paolo Barilla entered Classic F3

Michael Lyons, fresh from a double Grand Prix Masters win at Dijon a week earlier, blitzed the Derek Bell Trophy pack for a brace of wins in his ex-Keegan Hesketh 308E. The valiant **Andrew Smith** gave bold chase in the ex-Gabriel Serblin March 742, which last raced 30 years ago as the underpinnings of Jim McGaughey's Renault 5 special saloon.

Paolo Barilla, a Le Mans winner in 1985, graced the Classic F3 grid, but it was **Jamie Brashaw** who capitalised when **Benn Simms'** March had a stub axle fail with half a lap to run. Meanwhile **David Methley** took a resounding Lurani Trophy Formula Junior double in his Brabham BT6. *Paul Lawrence*

Nigel Roebuck



REFLECTIONS
– Muddled priorities at a muddy Silverstone
– Mark Webber's similarities to Dario Franchitti
– When the courageous choice is not to race

Reincarnation. If there is such a thing, I want to come back as an Olympic official. Setting aside all the other benefits, driving in the 21st century can still be a pleasure if you are so blessed – clearly, were the Red Sea in London, someone would have organised for it to part for these people.

I have read, for example, that for the duration of the Games, one of the 'VIPs only' traffic lanes near the Olympic site is to be stripped of its speed bumps – which will afterwards be reinstalled for mere mortals to endure once more. It'll only cost about £50,000, apparently. Snip.

That got me thinking. Perhaps – as an Olympic official, only one step removed from Royalty – I might get my own dedicated lane into Silverstone…

In the lobby of my hotel, on the Saturday morning of this year's British Grand Prix weekend, a fellow resident spotted my credential, and offered to share with me his experiences of the day before. He had made an early start from Dorset, he said, and reached the environs of Silverstone in good time, only then to spend five hours attempting to gain access to the circuit. As he sat there, he could hear Formula 1 cars, but he couldn't see them. And, given that he and his wife had paid hundreds of pounds for the privilege of attending the British Grand Prix, he was inclined to feel a touch aggrieved.

"Instead of building that Taj Mahal thing," he said, "why didn't they spend a few quid on car parks that can be used *even when it rains*?"

I offer the gist of his remarks, rather than the more colourful form in which they were originally delivered. He had finally





'That Taj Mahal thing' towers over the indefatigable paying customers; still, at least they managed to get in (left)

parked his car long after F1 practice had finished, only to be requested – in the interests of Sunday – not to come to the circuit on Saturday. He was *very* angry.

'That Taj Mahal thing' was of course a reference to 'The Wing', the quarter-mile-long edifice in the new start/finish area, constructed at a cost of £30m, and opened in 2011. It is an elaborate structure, to be sure, encompassing the pits at ground level, and such as press room, restaurants and conference centre on the floor above. Built at the behest of Bernie Ecclestone, who had long previously expressed dissatisfaction with what he called the 'country fair' facilities at the UK's premier circuit, it was part of the price that had to be paid if the British Grand Prix were to remain.

Some like it, some don't. In the paddock, at the 2011 race, a former British Grand Prix winner looked around in bewilderment: "Where the hell are we?" he asked. "England? Bulgaria?"

This is always the problem, of course. Fundamentally we Brits like our traditions, relish a sense of familiarity, and that is fundamentally at odds with the philosophy of Mr E, who cares nothing for yesterday. I remember talking to him at Zandvoort in 1985, lamenting that this was the last time around at a classic circuit, renowned for producing the best *racing* anywhere. Even as I spoke, I knew I was wasting my breath: "Yeah – but look at this bloody paddock," Bernie said. "Old, tatty…"

I couldn't argue about that. It was indeed old, and more than a touch careworn, but the place *felt* like a race track, had F1 in its footings, and for many – myself included – these things will always matter. The facilities at such as Bahrain or Abu Dhabi may indeed be state-of-the-art, but… who cares?

Well, Bernie, that's who, and CVC and the rest of the brave new world of Grand Prix racing. Image is all – together with the appropriate cheque, of course. Farewell Imola, hello Yeongam or whatever the hell it's called.

Speaking of the very wonderful Korean Grand Prix, in the Silverstone press room there were foreign journalists swearing they would never come back. "I'd rather go to Korea," one barked at me, "twice!"

It was not the weather *per se* that had really got to him and others – it has, after all, been known to rain in countries other than Britain. No, it was the way the consequences of that weather had been dealt with – or not. For my own part, I arrived at the track at nine o'clock

All images LAT

Nigel Roebuck

on Friday morning to be told that the press car park was already full. "Where do I park, then?" I enquired, and the uninterested youth thought for a moment, then said, "Well, you'll have to go back over the bridge, and ask…"

Still, I was only too aware that, compared with the fans, I was in a privileged position, as confirmed by the man in the hotel lobby. He was going to do as requested, he said, and not go to the track that day (Saturday): now the decision was whether to spend it mooching about in Milton Keynes or say the hell with it, and head back home. "They're talking about refunds," he muttered. "Does that include hotels, too?"



"It has to be debatable that covering green fields in asphalt can be justified"

Like me, he had been at Silverstone for the race in 2000, and was at a loss to understand why lessons had – apparently – not been learned. That year, it may be remembered, the British Grand Prix was allocated a date in April, rather than in the traditional July, and although it was claimed by the powers-that-be that it was impossible to schedule it at any other time, the widespread belief was that Silverstone was being brought vindictively to heel, given a reminder as to who was in charge. At the time (as at so many others) Ecclestone was at loggerheads with the BRDC, not only over the price of the race, but also the facilities at Silverstone, which Bernie thought no longer acceptable.

It rained and rained through that spring, and the conditions at the circuit were truly appalling, recalling to mind a weekend at Zeltweg in the seventies, when you needed towing *into* the car parks, let alone out. My new friend in the lobby couldn't figure why, a dozen years on, he was having to endure more of the same. It has, after all, been known to rain in July, too, as anyone present at the 2008 Grand Prix can attest.

When F1 made its single visit to Donington, in 1993, the race – the European Grand Prix – was run over the weekend of Easter, and the weather was similarly awful. Noting the forecasts, Tom Wheatcroft at the last minute spent a fortune on asphalt for the public car parks, but that was a man choosing to shell out his own money on his own land, and one cannot imagine how much it would cost to do the same at Silverstone, where the size of the crowd is at least twice that seen at most Grands Prix these days. Come to that, it has to be debatable that covering green fields in asphalt can be justified for a single weekend of the year.

Whatever else, though, it is abundantly clear that *some* changes must be made. The fan from Dorset had been at Goodwood the previous weekend, and made the point that, while there had been some delays, everything had gone reasonably smoothly there. Yes, the crowd had been smaller than at Silverstone, and the weather somewhat less unfavourable, but in the public car parks, he said, use had been made of 'those metal mesh things' that help traction in a muddy field: why had they not been in greater evidence at Silverstone?

What struck me most of all, though, was the resentful focus he put on 'The Wing'. All that money had been spent, he said, on something that benefited only F1's 'insiders', and did damn all for members of the paying public. He understood that its construction had been necessary if Ecclestone were to continue with a British Grand Prix, and sympathised with the Silverstone authorities' consequent lack of cash for improved facilities for folk like himself. He knew all about that; he just wasn't sure he could stomach it any longer.

I was by no means without sympathy for Richard Phillips, Silverstone's MD (inset, left), and his team. Yes, at times the weekend was shambolic, but they worked tirelessly to make the best of an impossible situation, and with hardly an unlimited budget at their disposal. That said, they will appreciate how fortunate they are that the British race fan is stoic beyond compare. No Olympic official he or she.

There was a time, not so long ago, when the size of the British Grand Prix crowd was capped, but now no limit is set, and the plan is to continue that way. In part this has to be because so much money has been spent (and needs as much as possible to be recouped), and in part because Silverstone's only Grand Prix income comes from 'gate money', with everything else going the way of Ecclestone and CVC.

Had fees been more reasonable over the years, and profits accordingly larger, more investment in the place – for things other than the Taj Mahal – would have been possible, but such has not been the way of it. In virtually all the 'new' Grand Prix venues the government signs the cheque, and the facilities are invariably first-rate, even if the circuits themselves are not. What these places don't have, of course, is any soul. Or, come to that, any spectators.

Against all expectations, on Sunday the rain held off at Silverstone – until late afternoon, anyway – and so we had a dry British Grand Prix, and a fine race at that, with Mark Webber joining Fernando Alonso as a two-time winner in 2012.

For most of the afternoon it had looked as though Alonso, fresh from his sensational victory (from 11th on the grid) at Valencia, would make it two on the trot. In wet qualifying an intelligent, beautifully delicate lap had taken him to Ferrari's first pole position for nearly two years, but – more significantly – he had also been fastest in the one and only dry practice session. After a palpably weak opening to the season, Ferrari had progressively upgraded the F2012 into a competitive tool, not on



Webber had the edge over Vettel in both qualifying and the race at Silverstone



par with Red Bull's latest-spec RB8, but pretty much a match for anything else.

Michael Schumacher's Mercedes – nothing like as effective as it had been in the wet – served as a buffer in third place, effectively guaranteeing that the British Grand Prix would be a straight fight between Alonso and Webber. For 47 of the 52 laps the Ferrari held sway, but in the end Fernando – on soft tyres, with Mark on hard – had no answer, and so Red Bull took the British Grand Prix for the third time in four years.

They had plotted tyre strategy in different ways, the two teams. Dry running in practice may have been confined to a single session, but it was enough for Alonso to experience serious graining problems on the soft-compound Pirellis, and he opted to start on the hard tyres, then take more of the same at his first stop, and leave himself with the shortest possible stint – and with a much lower fuel load – on the softs towards the end of the race.

That was the plan – and better yet would be the onset of rain, for that would suspend the rule requiring both types of dry tyre to be used. Would there be rain, though? Some teams' forecasts indicated yes, others' no.

Red Bull, like most of the front-runners, elected to get the questionable soft tyres out of the way, starting both Webber and Sebastian Vettel on them, and it was this decision that was to win Mark the British Grand Prix. All the rain on Saturday – after the dry morning session – meant that the circuit was 'green' for the start of the race, and in these conditions the soft Pirellis worked more effectively than later in the afternoon, when the track had 'rubbered in' – as evidenced by the fact that Felipe Massa (with a full fuel load) ran the first 13 laps without significant graining problems, whereas team-mate Alonso was in trouble with them almost from the start of his final 15-lap stint. As Webber closed in, he was hamstrung – and if the race had been even a lap longer, he might well have lost second place to the other Red Bull.

How the pendulum swings. Three years ago Vettel ran away with the British Grand Prix, with Webber second; two years ago, it was Mark's turn to dominate; one year ago Alonso won for Ferrari, with the Red Bulls second and third, and Webber incensed that he had been ordered not to fight with Vettel in the late laps. This time around Mark had the edge over Sebastian in both qualifying and race, and we are seeing again the driver who led so much of the World Championship in 2010.

This was a superb performance by the most down-to-earth driver in the paddock. In so many ways, Webber reminds one of Dario Franchitti, for neither is remotely 'starry', and both have an unusual awareness of a world beyond their own. As Dario speaks of former drivers with reverence (as if unaware of his own achievements in the same line of work), so Mark – off duty – indulges his passion for other sports, not least speedway.

The British Grand Prix, run these days in Cardiff, invariably clashes with an F1 race, but the weekend was free three years ago, and Webber invited me to be a guest in his box. Naturally he was rooting for his Aussie mate Jason Crump (who duly dominated), but as we wandered round the pits before racing got underway, I was struck by his lack of self-awareness. Some of the riders were plainly in awe of this 'Formula 1 star' in their midst, but to Mark they were the stars this night, he simply a fan. Trust me, there are not many like this.

The following weekend, at the Nürburgring, Webber won his first »»

Nigel Roebuck

Grand Prix. And this year, the evening after his victory at Silverstone, there he was at the Norfolk Arena in King's Lynn, supporting Australia in a qualifying round of speedway's World Cup. Not a Grand Prix driver who makes life too complicated, Mark. He may have been a little off his game in 2011; not a bit of it this year.

For months, during Massa's slump, there had been suggestions that Webber might go to Ferrari in 2013, and that made sense, for he and Alonso get along well, and virtually every driver will admit to the pull of Maranello. A couple of days after Silverstone, though, Red Bull confirmed that Mark's contract had been renewed for 2013: yes, he allowed, there had indeed been talks with Ferrari, but in the end he preferred to stay put. The relationship with Vettel, once borderline hostile, has stabilised, which is not to say that they will ever be bosom buddies, but they work together professionally, and Webber highly values the sense of familiarity in a team for which he has worked since 2007 – and which employs Adrian Newey, of course.

The news of his re-signing had certain repercussions. Over at McLaren, Jenson Button is on a long-term contract, but Lewis Hamilton's deal is up at the end of this year, and as I write his future is undecided. Lewis's management – Simon Fuller's XIX Entertainment – have had discussions with both Red Bull and Mercedes, but the belief in the paddock has long been that he would stay where he was.

There has been much talk of 'negotiations', but in reality McLaren have been playing it cool, not because they don't value Hamilton, but because endless negotiations are inevitably a distraction – and there would anyway be no wish to sign a driver who would prefer to go elsewhere.

On the face of it, other doors are closing for Lewis. Red Bull is now out of the picture, and it is doubtful that most teams could meet XIX's lofty financial demands on behalf of its client. Ferrari? Although Alonso and Hamilton are more chummy now, that seems unlikely, not least because the team's focus is on landing Vettel for 2014, which would create what Bernie Ecclestone has called his 'dream team': few team principals would take issue.

I've been wrong before, but it seems the likelihood is that, for all his management's posturings, Hamilton will ultimately renew his ties with McLaren. That said, if any team came away from the British Grand Prix in a disappointed frame of mind it was surely this one, for the flat-out swerves of Silverstone should have been ideal terrain for the MP4-27. As it was, Lewis finished where he qualified, eighth, and Jenson





With Jenson Button (above) on a long contract, McLaren's Martin Whitmarsh (main) has been able to 'play it cool' with Lewis Hamilton (left)



Button's poor run continued, with a single point scraped for 10th place.

At the post-qualifying press briefing one might perhaps have anticipated an atmosphere similar to that of a year earlier, when Martin Whitmarsh made what Button light-heartedly described as 'a Churchillian speech', conceding that the team's performance was currently falling short of expectations, but emphasising that no team excelled McLaren in its ability to bounce back. One felt that perhaps Whitmarsh was taking a disproportionate amount of responsibility on himself and the team, so as to go easy on one of his drivers, who wasn't performing well.

At that meeting Button did his best to jolly things along, but Hamilton kept his comments to a minimum, and spent most of the time fiddling with his iPhone. 'I'm not happy,' his body language said, 'and I want you all to know that…'

This, of course, was in the middle of Lewis's 'strange phase', when he was making a lot of mistakes in the car, and giving the impression that his mind was elsewhere – which it was. In 2012, though, Lewis, his personal life more settled, has been different again, driving beautifully and – perhaps more significantly – displaying a new-found maturity when things go wrong, as in motor racing they always will. Qualifying may not have gone well at Silverstone, just as it hadn't the year before, but this time around he was smiling, fully engaged, and expressing confidence in his team. As a vignette, it could not have been further removed from that of 12 months earlier.

To the disappointment of most of the 127,000 who crammed into Silverstone next day, the McLarens had no major role to play, Button suggesting that not only Red Bull and Ferrari, but also such as Lotus, Williams and Sauber were now quicker. Monday's papers duly reported that the following day there was to be a get-together at the team's HQ, where the atmosphere was bound to be downbeat.

Some were even moved to suggest that it amounted to – sharp intake of breath – 'a crisis meeting', which seemed a touch over the top, given that only four weeks earlier Hamilton had decisively won the Canadian Grand Prix.

"In fact, there was always going to be a meeting after Silverstone," sighed Martin Whitmarsh. "Each season we have about five scheduled 'driver technical' meetings – one after two winter tests, another immediately prior to the first race, another prior to the start of the European season, a mid-season one (post-Silverstone) and one after Monza, prior to the 'flyaways'. Both drivers are required to be there, and the meetings are larger than normal, with about 30 people present. The department heads of the various engineering functions present reports on what they're doing, and it gives an opportunity to the drivers, to the management, to the other functions, to discuss whether or not we're focused on the right place."

> "A car can be the class of the field one week, nowhere the next"

Victorious over at Montréal, midfield at Silverstone a month on. In many ways, I said to Whitmarsh, these days it's harder to write about contemporary F1 than ever before, simply because of this scenario – thanks to the tyre situation – in which a car can be the class of the field one weekend, relatively nowhere the next.

"Yes," Martin nodded, "and it's even more than that – you can have 'a driver' in 'a car' competitive, and the other driver in the same car not. At the moment tyres are a *massive* dilemma. At some races – as with Lewis in Barcelona and Montréal, for example – we made better use of them than anyone, in terms of pace and wear, but there have also been races where we've been virtually the worst. Four weeks ago, after Montréal, I was sitting here, thinking 'We're getting on top of this…', but today it's a different matter, and it's frustrating!

"Look at Lewis at Silverstone. He ran 21 laps on his first set of prime (hard) tyres, then did a quick burst of seven laps on the option (soft) tyre, then we flipped him back to the primes – probably too quickly – because of the good experience on them in the first part of the race, but within a lap or so he was telling us that the second set just didn't feel the same as the first. Now, they'd been notionally set to the same pressures, and with the same blanket temperatures – yet he was saying they weren't like the first set. What d'you do then? You're committed to a strategy, after all. There were 20-odd laps to go, and I just thought, 'This is going to be painful…'

"Some drivers deal with frustration better than others, but generally the winners deal with it badly! So then you think, 'What do you tell the driver?' When things are going well, you say, 'Your pace is good… you're losing a bit of time here, gaining a bit there…' Suddenly, though, every one of those comments is useless, and the driver's trying to hold back – not always successfully – from saying, 'I'm driving the f****** nuts off this car – get out of my ear!' The whole complexion of the communication, and the motivation of the driver, swings on the tyres…

"Let me make it clear that I'm *not* throwing rocks at Pirelli. As I said to the guys at the post-Silverstone meeting, probably there is always going to be a variability in manufacturing – some sets are better than others – and we've got to accept that. One, it is what it is; two, it's outside of our control; three, there could also have been other factors *within* our control: it's possible that the moisture in those tyres was different, that the thermal history and preparation of them was different, that the pressures were different, that the track surface temperature had cooled down a bit, that the track had rubbered in a little bit…

"What's absolutely clear, though, is that these tyres – certainly in my 24 years' experience – have the tightest, smallest, peakiest 'window' we've known. You can fall one side of it or the other – and if you fall the wrong side, you're two seconds slower than you should be…

"Personally, I think it's a little too severe at the moment, but Pirelli are only doing what they were asked to do by F1. Twenty years ago, you know, I was the hardliner in technical working groups when it came to the purity of F1 – whereas now I'm the one who bullies the group into doing things either for reasons of cost reduction or entertainment. At one time, for example, I'd have fought like hell against DRS – the artificiality of it would have been so offensive to me – but I've changed my position over the years. »»

Nigel Roebuck

"I was very personally involved in the fans' survey thing we did a while ago, in which 85,000 people were asked a whole series of questions, and the overwhelming thing they wanted – whether I like it as a purist or not – was *more overtaking*. Obviously we had to take that on board, but everything you'd try to do, be it reducing dependence on the front wing, reducing overall downforce… it's not easy conventionally to improve overtaking if you've got cars running closely, driven by top drivers – particularly on modern-day circuits that have not exactly been designed to help overtaking…

"Why does Interlagos generally have a good race – or Spa? Overtaking is an *outcome*, isn't it? It's not just a matter of 'a corner' – it's also the straight that comes before it, and the corner before that straight. Yet Abu Dhabi has one of the longest straights in F1 – and at the end of it is a chicane, with a single line through it!"

Proper circuits, that's what we need – why, even more than glitzy facilities. Forgive me if I may have touched on that before…

On Friday afternoon at Silverstone Jenson Button voiced some concerns about the weekend to come. "You wouldn't want to be racing, going wheel to wheel, in these conditions," he said. "There's so much standing water. I just hope it's not like this on Sunday – if it is, I can't see us being allowed to race…"

Button's remarks didn't raise so much as a blip, and one realised again how much the prevailing mentality in F1 has changed. At Silverstone in 1988 – a long time ago, I grant you – the weather was similarly foul, but when Alain Prost parked his McLaren after 24 laps, he was widely castigated, particularly by the French press. "Prost," I remember a senior journalist saying in the press room, "is no longer on a pedestal…"

Back then the philosophy was still as it had always been, that 'men are men', that *real* drivers get out there and compete, whatever the conditions. Typically, Prost – like Niki Lauda, when he withdrew from the Japanese Grand Prix in 1976 – made no excuses. At the next race, Hockenheim, I talked to him about his decision to pull out of the British Grand Prix, and about the criticism that had come his way.

"First," he said, "I don't care about what people have said – at all. I'm used to the press in France – it's always the same people, and they're never objective, never consistent. One day you're fantastic, the next you're finished!

"At Silverstone I could have said I had a problem with the clutch, the engine, the handling... and the story would have been over – they would have written that Prost had problems with the car, and that's it. As it was, I said that I didn't feel good, that the car wasn't very good either, so I didn't want to take risks, and I stopped. It was my decision, and either you respect it or you don't. What really annoyed me, though, was that after I beat Senna at Ricard they were equally over the top, saying that Prost was still the best, that I could go on at the top for another four or five years; then, after Silverstone – one week later – they were saying I was obviously going to retire at the end of the year!"

Some reports in France, Prost went on, had suggested he had needed oxygen after stopping at Silverstone, that he was completely spent after all the effort at Ricard, and had nothing left for a race the following weekend. "You see why I don't take these people seriously?

"The more I think about it," Alain said, "the more I realise I should have stopped at Silverstone after one lap. No one objects to racing in the wet because the track is slippery – we're supposed to be the best drivers in the world, and we should be able to handle that. But not being able to *see* is a different thing, and that's what I don't like. Skill has nothing to do with it – it doesn't matter if you're the World Champion, or driving in your first race.

"In the last few years I always said that if we had a ridiculously wet race, I would not start – and one day I'll do that, even if I'm on pole position. I'm quite serious. And, to some extent, that goes back to what happened here in '82…"



Prost faced a dilemma at Silverstone in '88 and Adelaide in '89 (below right)

This was of course a reference to the accident which befell Didier Pironi, an accident I happened to witness. In those days the press car park was actually a stretch of Hockenheim's short circuit, and, being a little late that morning, we had to go to the far end, closer to the track in use. As I buttoned up against the teeming rain I chanced to look across to the end of the straight leading into the stadium, and thus my first sight of a racing car that day was that of a Ferrari tumbling end over end. A minute later, and we would have arrived in the midst of tumult. A minute earlier, and we would have been walking the other way, towards the paddock.

As it was, I saw that blur of red, and even now the image is clear in my mind. It was almost impossible to believe that the driver – was it Pironi or Tambay? – could have survived. I walked tentatively over to the scene, where the doctors were already working on Didier. Mercifully his shattered legs were saved, but he was in hospital for months – 31 operations, nearly 40 general anaesthetics – and never raced a car again.

Imagine, then, the accident from Prost's perspective. Alain had been slowing, preparing to come in at the end of the lap. "I had Daly's Williams behind me," he told me at the time, "so I kept to the left, at maybe 200kph, allowing Derek through."

Pironi, meantime, was on a quick lap, hurtling up on the pair of them. When he





saw Daly move to the right, he interpreted it as an effort to get out of his way, give him room to go by on the left. Hence, quite unable to see Prost, he headed flat out into a wall of spray, into what he thought was an empty space. His left front wheel hit Prost's right rear. At perhaps 160mph the Ferrari vaulted over the Renault.

"I felt completely helpless," Prost said. "Pironi's car actually overtook me in the air. It landed, gearbox first, in front of me, then bounced away, somersaulting down the road. Awful. And I was worried about running into him, because now I had hardly any braking – the right rear corner of my car was gone..."

Prost got his car stopped, and ran to the wreckage. No surprise that the moment made a deep impression on him; nor that it had a profound effect on his attitude to racing in the rain.

"It wasn't just that, though," he said. "It was a succession of things. I like to drive when it's wet, but I don't like it when there's a lot of standing water. Remember Estoril in '85? I was having quite a good race there, behind Ayrton and Michele [Alboreto], but it ended when I spun – on the straight by the pits! I hit a puddle and the car was gone.

"Now, think of Silverstone. At the start I was in the middle of the field – OK, same for everyone. You are flat on the straight – you just see the side of the track, and sometimes the light on the car in front. Sometimes you see nothing. You hear the noise of the engines, and you listen hard – are they running flat out, full throttle? When you hear the revs coming down, you know there's a corner approaching…

"No one objects to driving in the wet because the track is slippery – but not being able to *see* is something different. When you're flat in top gear, and you can't see 10 metres in front of you, it's just a matter of luck – good or bad. For me, that has nothing to do with motor racing…"

That same day in 1988 I asked Professor Sid Watkins, always driven round in the medical car behind the pack on the opening lap of a Grand Prix, how it had felt to follow in the wake of 26 cars at Silverstone. "Couldn't see a bloody thing!" said the Prof. "At Copse there were bits of car all over the road, but in the spray we never even saw the car that had had the shunt…"

It was the same in Adelaide a year later, when Sid was driven by Frank Gardner. "We were driving blind," he said. "As Frank murmured, it wasn't a matter of whether we were going to hit anything as much as what we were going to hit..."

That day, when conditions were as bad as I have ever seen at a race track, and when race officials declined to delay the start until the rain abated, Prost resolved to do what he had long promised, to refuse to race. Then, perhaps in deference to his contract, he decided to run a single lap, then come in, and many of his colleagues concurred. Come the moment, though, no other car followed.

"We'd agreed," said Gerhard Berger, "that we'd stop after one lap. When I saw Alain go in, I felt ashamed – only he had the balls to do it…"

"I always respect other drivers' decisions," Prost said, "but what I couldn't understand that day was that most of them agreed we should stop after a lap – and then didn't. One day there will be a big accident, and someone will be killed because he couldn't see where he was going. This has nothing to do with a slippery track – you need skill to cope with that. But skill is useless when you're doing 280kph, and you can't see the car in front. It's the straights that are so dangerous..."

Down the years I have railed against many a safety change that seemed over the top, smacking of the 'nanny state' in which we all increasingly live, but in this particular matter I agreed wholeheartedly with Prost then, for it seems to me to be no more than common sense. "Not everyone agrees with me," Alain acknowledged, "but what I always say to them is, 'Do you drive flat out on an autoroute in thick fog? No? Why not? It's the same thing – if you can't see, you can't see…" Ⓜ

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DISPATCHES



Sutton

SOUL PROPRIETOR

"EVERYTHING LOOKS GOOD TO ME, SOME DETAIL TO BE nailed down, but now we just have to get it done." A typically succinct statement from the Earl of March (above) as he walked through the Festival of Speed site a couple of days before this year's extravaganza.

Alongside him was a camera crew from Channel 4 who've spent the past year following him around for a documentary to be shown later in the year. It's one of four in a series entitled *Aristocrats* which sets out to see inside the lives of 21st-century aristos. Quite how they intend to portray this particular lord in 47 minutes is beyond me. His workload is mind-boggling, the Festival just one of a row of plates that he somehow manages to keep spinning. I mean, he could surely be sitting on his yacht, could he not?

This was, unbelievably, the 20th running of an event that began as a fairly low-key gathering for those with a passion for historic cars and motorcycles, staged over just a single day, Sunday June 20 1993. Nobody could have foreseen that 20,000 people would descend upon Goodwood House and certainly there was a shortage of loos, plus refreshments ran out before the day was done. Willie Green, driving a Lotus Climax 18, set a record for the hillclimb course through the park, taking 57.29sec to reach the top of the hill. Six years later a little-known young man from Germany covered the same distance in 41.6sec at the wheel of a McLaren-Mercedes MP4/13, Nick Heidfeld's spectacular effort bringing a Sunday crowd of 60,000 to its feet in rapturous applause. The record remains to this day; the Formula 1 cars are no longer allowed to do timed runs and indulge instead in wild donuts, practice starts and ear-splitting lunges from corner to corner.

I was reflecting on all this as I sat on the big, fat front wheel of a Camel-liveried Lotus-Honda, watching five other (far more successful) Lotus Grand Prix cars being hoisted high, and swung into position on this year's sculpture in celebration of the company's 60th anniversary. Against the skyline was perched a copy of the 2012 Lotus-Renault, the dramatic differences between the two cars somehow mirroring the changes to the Festival of Speed. In 1993 there was no 'central sculpture', just an Aston Martin DB7 sitting on a plinth outside Goodwood House.

So, the FoS, to use its acronym, is bigger, more sophisticated, four days long now, 185,000 fans this time. But is it better? Perhaps it lacks its early charm, the feel of a picnic in a park, but it's still a wonderful party, a truly breathtaking kaleidoscope of entertainment for those who love their cars and 'bikes. There's just so much to do, so many sights to see, almost too much to take in. You may have noticed in the programme that the Patrons for the event are Stirling Moss, John Surtees and Damon Hill, the two former having helped to get the whole thing started in the first place. "It's different, of course, and things move on," says Surtees, "but it is still a tremendous day out for the family. A chance for grandparents to show their grandchildren the old cars, to tell them about the 'great old days', and for the younger ones the F1 cars have been a big attraction in recent years. I rode my Vincent at the first one, drove my Surtees TS20, and I'm still driving cars up that hill today."

No doubt about that. But the business is a result of an abiding passion Lord March inherited from his grandfather, for the people, the cars, the 'bikes and the excitement that make up motor racing. For many, it is the surprises, the constant flow of new ideas that brings them back year after year. An impromptu gig from bluesman Kenny Wayne Shepherd wowed the marshals and spectators who stayed for the prize-giving this year. Only at Goodwood.

"It is a beautiful event, totally unique," said Jacky Ickx, who was guest of honour at the staff lunch hosted by Lord March on the Monday after the Festival. "It is the people who make it, the people who make it happen, and the people who come. The Festival of Speed has soul; there is nothing like it." He's right.

Mat Oxley

ON TWO WHEELS



TeamTech3

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Go to the website to read more from Mat Oxley

TWO VERSUS FOUR

"FOUR LEGS GOOD, TWO LEGS BAD," WROTE THE GREAT George Orwell in *Animal Farm*. Some years ago, when the battle lines between car drivers and motorcyclists were more clearly drawn than they are now, biking zealots translated this into their own mantra: "two wheels good, four wheels bad".

Silly, of course, and symptomatic of the pointless discussion regarding the relative merits of cars and bikes. On the road, motorcycles usually get from A to B quicker, mostly on account of their ability to fit through narrow gaps. But in my experience much of the time gained on the road is usually lost in getting dressed and then undressed at the other end, especially in winter.

On the racetrack there is no doubt which is faster. Cars are much, much quicker, rather embarrassingly so if you happen to be a bike racer. Back in the late 1970s I remember taking part in an open practice day at Snetterton, when bikes were allowed to share the track with karts. The little four-wheelers made us feel shamefully slow – already hard on the throttle as we eased off the brakes towards the apex of the corners.

The car's advantage would appear to be obvious: four wheels are better than two. But exactly how much better? The Force India Formula 1 team and the Monster Tech 3 MotoGP squad kindly agreed to provide the answer by granting us access to data gathered in recent years from Silverstone.

Some of the numbers are pretty stark. It's in the fast corners that the car has the biggest advantage, hustling through Copse at 155mph, 40 per cent quicker than Cal Crutchlow (above), who is pushing his luck at 93mph. At Becketts it's 169mph versus 98mph.

The car's advantages are manifold. It is wide and long while the bike is tall and short; it has four fat tyres, which provide vastly superior mechanical grip; and it has wings, which deliver plenty of the downforce that the bike entirely lacks. Thus the car is sucked into the asphalt, especially through the faster corners.

The g-force comparisons are startling: the car pulls a maximum of 5.5*g* through Maggotts and Becketts, while the most a MotoGP bike will ever pull through a corner is about 1.8*g*.

Even without downforce, the car is way ahead. Its rear tyres have a footprint the size of a sheet of A4 paper, compared with the bike's rear contact patch which is no bigger than a credit card. Pirelli estimate that two-thirds of an F1 car's grip comes from downforce, so we could estimate that a car has roughly 30 times more traction than a bike through high-speed corners.

From these figures it's easy to imagine the contrast in driving and riding techniques. The car driver's inputs are much more violent than those of the bike racer, who by comparison strokes the brake and throttle.

Braking into Brooklands the driver stamps on the brakes, putting 134kg of force through the pedal. Into the same corner the rider gives the front brake a 5.1kg squeeze; any more than that and the bike would loop the loop because it's so tall and so short. The car pulls 5.25*g* on the brakes, the bike just 1.3*g*.

There is only one place around Silverstone where the bike outperforms the car: on the Hangar Straight. Here Force India's car nudges 190mph, whereas Yamaha's YZR-M1 reaches 198mph. This is where the car's downforce advantage turns into a handicap.

Despite the bike's fleeting moment of glory, the car wins the race with ridiculous ease, crossing the finish line after 1min 31.5sec. At this moment the bike is still only halfway down Hangar straight and will take another 32 seconds before it completes the lap.

If the g-force figures tell you a big part of this story, the full-throttle figures should tell the rest. The car is pedal-to-the-metal for 75 per cent of the lap. Crutchlow has the throttle wound to the stop for just 23 per cent of the lap. That's why in bike racing part-throttle performance is much more important than full-throttle performance.

THE US SCENE



LAT

FLYING WITHOUT WINGS

WE GOT A SMALL TASTE OF THE NISSAN DELTA WING'S potential at Le Mans. The car's much-anticipated debut unfortunately was cut short by a crash early in the race in which driver Satoshi Motoyama was an innocent victim. But the car performed well in all departments, proving designer Ben Bowlby's theories correct and without doubt worth pursuing.

The revolutionary car created a huge wave of interest and Delta Wing majority owner Don Panoz is determined that the car will race again this year, at least at the Petit Le Mans at Road Atlanta in October. He also says a batch of production Delta Wings will be built later this year at Elan Motorsports Technology in Georgia, to race next season in the ALMS's LMP2 or P1 categories. And Panoz hopes the ACO will agree to formulate a rules package for the car to race again at Le Mans as either a P2 or P1 car.

"We intend to start designing a production car tub that can accommodate the different LMP classes," Panoz said after Le Mans. "We'll start working to get ready to start building Delta Wings as a production race car. The real secret is we need to generate data. For people to look at it realistically and to be responsible in writing the rules to integrate this car into the sport, they will need to see all the data."

The Delta Wing showed it could comfortably lap Le Mans in the low 3min 40sec bracket, and the drivers and Bowlby believe the car is capable of going substantially faster. "We're hoping the car will race in some WEC events this year and certainly Petit Le Mans," Panoz said. "We'll start accumulating more data and from that we'll write the rules for the ALMS. We will provide the ACO with all the data as well and allow them to monitor and judge accordingly about what rules they wish to write for the car to compete in either LMP2 or P1 at Le Mans."

Marino Franchitti, the lead test and race driver for the Nissan Delta Wing, was delighted with the car's responsiveness. "From the first test I knew the car would perform. You know very quickly whether a car is good or not and I knew straight away this was a very good car. The thing that hit me was how well the car changed direction. And number one on my list is the car's aero performance – the fact that it has no wings and the underfloor really works well. You can't help being affected when you're in the wake of another car, but I would say this car was affected less than others I've driven.

"We're still in the early stages of this car's evolution," Marino added. "We've only scratched the surface of untapped performance. I believe the car has a lot still to give."

Bowlby agrees with Franchitti. "We can improve on many fronts," he said. "The aero package, for example, is very conservative. I would say there's a lift-to-drag ratio improvement of between 30 and 50 per cent on the table. There's a phenomenal amount of potential there."

Bowlby was delighted with the enthusiasm shown for the Delta Wing at Le Mans. "You come away from an experience like we had with so many fans talking to you – it says that people love innovation and technical challenges," Bowlby said. "I'm just so glad that so many people who are interested in motor sport cared for what we were trying to do. It's wonderful to have motor sport fans who spend time thinking and enjoying but also being challenged by new things, being concerned about the future and finding more efficient ways of doing things.

"Motor sport fans want to see new stuff and new technology. The car is still the star. I'm so excited about that because we had all been brainwashed into thinking that the car was unimportant. But in truth, the car is still very important."

We look forward to the next chapter in the Delta Wing's history as Bowlby continues to develop the car and Don Panoz gets his ducks in line to build production Delta Wings to race next year.

Desirables







Model racing cars

Clockwise from top left:

BROOKLIN MODELS 1:43 1957 Aston Martin DB 2-4 MkII, £75
Tel: 01225 332400 www.brooklinmodels.co.uk

CLASSIC TEAM LOTUS 1:20 1978 Lotus 79, £156
Tel: 01953 601621 www.classicteamlotus.co.uk

MODEL GARAGE 1:43 1954 Connaught ALSR, £105
Tel: 01297 552339 http://shop.modelgarage.co.uk/

DIECAST LEGENDS 1:43 1981 Ferrari 126 CK, £46.99
Tel: 0844 887 8888 www.diecastlegends.com

MODEL MARQUE 1:18 2010 Aston Martin LMP1, £47.99
Tel: 01603 663691 www.model-marque.com

JAVAN SMITH 1:8 1964 Ferrari 250GTO, £3000
www.javansmithmodels.co.uk

GLEN ENGLISH 1:8 Alfa Romeo 158 Alfetta, £2500
Tel: 01736 758402 www.glenenglishmodels.co.uk

GRAND PRIX MODELS 1:43 1993 Porsche 966, £59.95
Tel: 01295 278070 www.grandprixmodels.com







Letters

Goodwood revisited

Sir,

For the sake of historical accuracy, I feel I must respond to the letter from Mr Len Terry on the subject of Stirling Moss's Goodwood accident on April 23 1962 .

In addition to being a Director of Stirling Moss Ltd and his personal manager, I was at the time team manager of the UDT Racing Team, who entered the car, and also a foundation director of The British Racing Partnership. I was also responsible for all the contracts, entries and starting money negotiations for the RRC Walker Racing Team, and arrangements for Moss's use of the Lotus Climax V8 at Goodwood were made by me with Rob Walker.

I remember Mr Terry visiting our Highgate premises on a number of occasions, but what is absolutely certain is that he was never, and could never have been, witness as he claims to "the Lotus being converted to take a V8". The conversion of the car did not take place at Highgate but was completed at the Dorking workshops of the RRC Walker Racing Team under the direction of Alf Francis and his team for the use of Stirling Moss in the coming season.

Prior to Goodwood BRP had yet to receive its first Climax V8. Stirling wanted to drive at Goodwood while Rob Walker wanted to enter a second car in the Grand Prix of Pau, for Maurice Trintignant to race. The solution was for the RRC Walker team to loan the car to BRP on the sole condition that the car was entered by BRP under the UDT Racing Team name and painted in the familiar Meadow Green colours. Before Goodwood, the car was entered in the Lombank Trophy race at Snetterton and finished seventh after a pit stop, setting fastest lap en route. BRP made no modifications to the car during the loan.

I was very quickly at the scene of the accident and assisted with the extraction of Stirling from the wreckage. A post-accident finite examination by Tony Robinson and his team confirmed there had been no cracks or fractures to the tubular chassis frame, that the steering system was still intact (although damaged) and the brake pedal had adequate pressure.

Many theories have been expounded on what might have happened, but none has provided the elusive answer. Many years after the accident, when Stirling and I were at Goodwood helping a French TV company with a film, we returned to St Mary's together and walked just about every trajectory that might have been taken in the close battle with Graham Hill. We reached no conclusions, however.

K A Gregory, Alicante, Spain

Graham gnash

Sir,

On receipt of the 'Green 'Un' each month, I always turn first to Simon Taylor's *Lunch With...* feature. I enjoyed reading the interview with the estimable Stuart Graham – fascinating stuff, as always, and great to read chapter and verse about Stuart's motorcycle exploits and successes.

I must take Simon to task, however, for repeating the oft-quoted canard that Stuart is the only man to have won TTs on two wheels and four. He is the only man to have achieved such a feat post-war, but Freddie Dixon did it by winning sidecar and solo TTs in 1923 and 1927, before going on to win the RAC TT at Ards in 1935 and 1936 in a Riley. He thus won TTs on two, three and four wheels.

Alan Cox, Hartford, Cheshire

We must also add Charlie Dodson, who won TTs on 'bikes in 1928 and '29, then cars in '34 and, fittingly, sharing with Dixon in '36. Ed

Parallel lines

Sir,

Although I greatly enjoyed Simon Taylor's account of lunch with Stuart Graham, I was somewhat surprised to read that Stuart's father Les rode an AJS 'fore-and-aft' V-twin. No such bike existed. His AJS Porcupine was a parallel twin with its cylinders lying almost horizontal. It was dubbed the Porcupine because of peculiar cylinder-head finning that looked somewhat like forward-facing spikes. By today's standards it had rubbish suspension, horrible tyres and non-existent brakes. Despite this, Les lapped the TT course at an average speed of more than 90mph. The Porcupine was developed over the years and in 1954 a considerable revamp emerged. Gone were the original spike fins on the cylinder head, although the name Porcupine stuck. The cylinders were raised to an angle of 45 degrees which gave much improved cooling. At the end of its development it produced 54bhp at 7500rpm – good for its time but not enough to catch the Italian fours.

Peter Tipper, Bishop Middleham, Co Durham

Stuart and I stand corrected! ST

Lame horse?

Sir,

We have previously heard the story of Stirling Moss driving a Formula 1 Ferrari in 1962 (June issue), but nobody has yet posed the vital question: had he not had his accident at Goodwood that year, how long would he have persevered with an uncompetitive car?

Stirling admitted that he needed a more or less equal car to beat Jim Clark and by 1962 that was never going to be a Ferrari 156. He would obviously have beaten the works Ferraris, but that would not have been enough to match Clark's Lotus or Graham Hill's BRM.

Surely Stirling would have been tempted to suspend the arrangement with Ferrari after a couple of races and turn to the much more competitive Lotus 24?

Mark Whitelock, Flimwell, East Sussex

Grease is the word

Sir,

Leafing through the July issue, the picture of Alberto Ascari washing his hands at a standpipe took me back to the early '50s. That standpipe stood in the Silverstone paddock and was the scene of an amusing confrontation between a Duckhams employee and some race mechanics. Duckhams had left a large drum of strange green grease by the tap – and we soon learned this was Swarfega. Prior to the appearance of this miracle cleaner we used a pink, gritty substance that cleaned one's hands at the expense of one's skin. The word spread like wildfire and almost everybody headed, tin in hand, to the Swarfega. This was very soon emptied and, for the rest of the meeting, a very disgruntled Duckhams representative guarded the replacement drum.

It was a far cry from today's clinically clean workplace and latex gloves, as indeed were our 'white' overalls and flat caps.

Nick Manley, Stratford on Avon, Warks

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk
(Please include your full name and postal area)

Letters

Ace with pace and grace

Sir,

Some years back, my son wanted to go to the British Grand Prix at Silverstone, but became ill and had to stay at home. He gave me a letter to give to James Hunt. At the track during Saturday practice, a friend took me to see Mr Hunt. He was not too happy about his car, but took the letter and put it in his top pocket with a nod. And that, I assumed, was that.

At about midday on the following Monday, a hand-written letter arrived from James, wishing my son well and hoping he would soon be better. He must have taken the trouble not only to reply that day but to have someone go out to catch the post. No prizes for guessing my favourite British champion in your recent poll.

Alan Nye, Stock, Essex

Great Scot

Sir,

After reading and dreaming about the event for more than 45 years, I've finally had the good fortune to attend the Isle of Man TT. A highlight of the week was being able to view the races from close to the bottom of Bray Hill, where Sir Jackie Stewart and his son Paul arrived unannounced and mingled with the crowd.

I will admit that I monopolised Sir Jackie's time while we discussed the TT and other diverse topics. He and Paul took the time to talk to anyone who approached and made everyone they met feel special.

In my 60 years I've had the opportunity to meet many sports stars and Sir Jackie's approachability puts him absolutely at the top of my list.

Al Gill, Edmonton, Canada

Back to the feature

Sir,

I'm just catching up with past issues of your superb magazine, which takes a while to reach the States but is well worth the wait. I loved the piece on Gilles Villeneuve, surely one of the greatest drivers in the sport.

I particularly appreciated Damien Smith's editorial, which implied that Gilles would prefer the pure driving ability of Fernando Alonso to the strategic stealth that sometimes prevails. Thank you for reminding us that true racing genius still exists, but isn't always on the podium.

Sam Reed, NJ, USA

The reel deal

Sir,

In the mid-sixties I carefully extracted Geoff Goddard's Fangio portrait from Georgano's *Encyclopedia of Motorsport*, framed it and hung it over my bed. That was as close to the great man as an Alabama boy was likely to get.

Fast-forward to August 1975, when I was working as a TV camera assistant. I had the framed Fangio in my bag, along with film reels, because the great man was at Talledega as one of NASCAR's special guests. The sight of a gold Mercedes 450 parting the rowdy crowd led me to a quick walk: the object of my devotion was in the Merc's front passenger seat. Butterflies flying formation in my stomach, I pulled the picture from my pack as Mr Fangio emerged and requested a signature in my pidgin Spanish. He gave a brief smile, took the pen, looked at the picture and stopped cold. He gazed almost wistfully for a minute or two, then carefully signed and dated the print. He called a pretty blonde interpreter over, looked back down at the picture and asked, "Do you know who is behind me in this picture?" I replied that it was Eugenio Castellotti and there was a great emotion in his eyes as he looked directly at me.

His interpreter said: "Mr Fangio is very happy that you brought this today. He says this man was a dear friend, that he hasn't thought of him for a while and this picture has brought back many memories, both great and sad."

Continuing that kindly gaze, he said, "I know you will take care of this because it is already framed." With that he was guided away, but turning on his heel he came back, shook my hand and smiled once more.

Thanks, Nigel, for Eugenio's story in Reflections (July issue). You'd have brought a smile to the great man.

John O'Hagan, Birmingham, Alabama

KEEP IN TOUCH

The *Motor Sport* website is *the* place to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to **www.motorsportmagazine.com** and tell our writers exactly what you think!

Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p42).

Black and pure gold

Sir,

Two of your photographs highlight why modern F1 cars are so lacking in grace (although I still adore the sport): the Lotus 78 on the front cover, about 18 months ago, and the Lotus 98T in last month's *Parting Shot*. Just look at the sheer simplicity of the nose and front wings with only a trailing-edge trim tab. If only somebody could uninvent Harvey Postlethwaite's high nose and plank wing, together with all those silly little kick-ups, and reintroduce truly beautiful Grand Prix cars.

David Fisher, Sutton-in-Ashfield, Notts

These fuellish tings

Sir,

I thoroughly enjoyed Simon Taylor's Stuart Graham article in the August edition. It brought back memories of my dad taking me and a mate to Oulton Park for the first time in 1968. We went to see Giacomo Agostini on his MVs – and Stuart's victory on an incredibly fast ex-works 125cc Suzuki 125 was one of the day's highlights (and I don't like two-strokes).

He and the bike were tiny, but left the competition behind. We were watching just before Lodge Corner and, as Stuart was out on his own in the lead, you could clearly hear the bike coming. I remember the ting-ting-ting of the two-stroke as he went down the gearbox – we swore he changed down at least 10 times. We thought it had about 16 gears.

Barry Sheene subsequently acquired the bike and I saw him ride it on his only appearance in the Isle of Man, although unfortunately he dropped it at Quarter Bridge.

During the early 1970s I was taking external exams in London, left early one day and stumbled upon Sheene's workshop with all his bikes, including the 125cc Suzuki. I spent a few hours talking to him and his dad Franco – a highly skilled motorcycle tuner – instead of doing any revision.

I found Stuart's stories about Mike Hailwood very enlightening – it's one of my great regrets that I didn't see Mike racing bikes or cars. Can I suggest that Mike Hailwood should be included in the Motor Sport Hall of Fame? He was someone who stands at the same level as Stirling Moss and Jim Clark – well worth a feature, I'd have thought.

And thanks again, Stuart, for the memories. I was very impressed.

Mike Bromley, Shaftesbury Dorset

Jack Heuer: A pioneer of his time



Jack with Ferrari pair Niki Lauda and Clay Regazzoni. Below: Siffert deal was the start. Bottom: with Enzo Ferrari and Mario Andretti

Jack Heuer celebrates his 80th birthday in 2012. The Swiss, Honorary Chairman of TAG Heuer and the great-grandson of watch company founder Edouard Heuer, has created a lasting legacy in the world of timekeeping, but his achievements go far beyond an iconic range of chronographs. His pioneering influence on sponsorship in Formula 1 and motor racing around the globe set standards that others can still only aspire to.





In his youth, Heuer was a member of his university's ski team and he carried his sporting interests into his business life when he joined the family firm as a young engineer in 1958.

In these first years of his career, Jack Heuer showed the ambition and innovative thinking that has made TAG Heuer the company it is today. Just a year into his working life he went to America to found the first Heuer sales subsidiary, which still exists, and by 1962 he had become the company's majority shareholder.

The watch maker's links with motor racing had begun as early as 1911 when it pioneered dashboard chronographs, but Jack strengthened Heuer's ties to the sport. In 1963, having been inspired by tales of the Carrera Panamericana previously told to him by the brothers Pedro and Ricardo Rodriguez, Jack created a watch in the great Mexican road race's honour: the iconic Carrera chronograph.

Motor racing was again an inspiration at the end of the decade, when Heuer was instrumental in pushing for the development of the world's first automatic chronograph, the Monaco, which was launched on March 3, 1969. It was in this year that Jack Heuer made a key association in racing that would have lasting consequences for sponsorship in all sport.

Jo Siffert was a Swiss national hero, famous both for his sports car and Formula 1 exploits. In a move that would set a precedent for modern sportsmen, Heuer signed Siffert as a brand ambassador, the first in a line of drivers including Jacky Ickx, Mario Andretti, Niki Lauda, Alain Prost, Ayrton Senna, Mika Häkkinen, David Coulthard, Lewis Hamilton and Jenson Button who would wear the company's logo on their race overalls.

The Siffert deal then led to one of Jack Heuer's most high-profile associations. In 1970 Steve McQueen directed and starred in *Le Mans*, a movie that captures the pure essence of endurance racing. Siffert acted as technical consultant, commanding the respect and admiration of McQueen to the extent that the Hollywood legend insisted on wearing exactly the same overalls as Jo – and his blue-faced Monaco watch, which shot to fame around the world on the film's release.

As *Le Mans* hit the silver screen in '71, Jack Heuer was building another partnership that would go down in history. Ferrari had opened its Fiorano test track, where so many of the Prancing Horse's great F1 cars would be developed over the coming years. But in those pre-computer days it had no equipment to record the split-second timing it needed to improve its cars' performance. So Jack Heuer's engineers devised the electronic 'Le Mans Centigraph', which allowed Ferrari to record timings within 1/1000th of a second. It was an innovation that would contribute to a decade of F1 glory for the Scuderia, as Niki Lauda and Jody Scheckter won drivers' titles in 1975, '77 and '79, and the team claimed four constructors championships within the same timeframe.

The Automatic Car Identification and Timing system, launched in '76, was a further evolution which applied the principle of attaching a radio emitter on every F1 car to allow for automatic timing, lap counting and car identification. It's a system that is basically still in use today.

Jack Heuer continued to inspire innovation and style. In 1974 came the launch of the Silverstone chronograph, its square case with rounded edges in polished steel and its colourful dial making it one of the company's purest and most emblematic creations. A year later the 'Chronosplit' was born, the world's first quartz chronograph equipped with a double digital display. Enzo Ferrari was so impressed he ordered a limited edition of 15, embellished with his famous Prancing Horse logo.

In 1982 Jack Heuer left the company and joined a Swiss management consulting firm, but he always maintained contact with TAG Heuer. In 2001 he was made Honorary Chairman with a special advisory role.

Meanwhile, TAG Heuer's relationship with the world of motor racing continues to grow in depth. Its association with McLaren in F1 has entered its fourth decade, while an alliance with Audi has just reaped a third successive victory at the Le Mans 24 Hours. There have been other partnerships with the Automobile Club de Monaco, the Indianapolis 500 and 'green' initiatives with the Tesla car company, adding further depth to its racing repertoire. The sport is part of the company's DNA, and the same is surely true of Jack Heuer himself. Ⓜ



Birthday celebrations begin at Goodwood



As the official timekeeper for the Goodwood Festival of Speed, it was fitting that TAG Heuer chose the event as the perfect place to mark Jack Heuer's 80th birthday by launching a limited edition of the Carrera chronograph he first introduced in 1963.

The special watch (above) features a silver-coloured 'sunray' dial and vintage Heuer logo, and the back carries the Jack Heuer signature and his family coat of arms.

TAG Heuer also launched its new Limited Edition Speed collection at the Festival (below), incorporating three Carrera models designed exclusively for the UK and featuring a special Speed logo at the nine o'clock position.

"I'm very proud to launch my 80th birthday celebrations at the Goodwood Festival of Speed," said Jack. "There are few more iconic fixtures on the motoring calendar and it provides the perfect backdrop for our new, impressive range of timepieces."

Jack was joined at Goodwood by one of the company's greatest ambassadors, four-time World Champion Alain Prost (left), who was making his first visit to the Festival of Speed. Prost assisted Goodwood's Lord March in curating TAG Heuer's inaugural Festival of Speed photographic exhibition, which tracked every milestone of Alain's path from schoolboy kart racer to F1's second most prolific F1 winner.

A collection of 100 superb images – many of which have never been seen before in public – were on show. Prost's appearance on Friday and Saturday, plus the exhibition of images, provided one of the great highlights of the 2012 Goodwood Festival of Speed.




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“A man is like a bicycle. If he stops, he falls”

Forty years ago he became Formula 1’s youngest World Champion, a record that lasted more than three decades. But Emerson Fittipaldi might not be finished yet. For the original ‘young gun’, retirement is a dirty word

BY ROB WIDDOWS

He made the dream come true. He fought his way to the top and survived. He won the World Championship. Twice. He retired at 33, returning four years later to win the Indy 500. Twice. He won the CART Indycar championship. He was a trailblazer, sparking a passion for Grand Prix racing in South America. And Formula 1 had never seen sideburns quite like it.

That is the story of Emerson Fittipaldi in a rapid strafing of sentences.

Named after American author and philosopher Ralph Waldo Emerson, he was born in São Paulo, not a city famed for its motor racing connections, in 1946. His parents, however, did race production cars and by the time he was 14 he was competing on motorcycles. In 1969, having won the Brazilian Formula Vee championship, he packed his bags and came to England. By the summer of 1970, he was sitting in a Lotus 49 at the British Grand Prix. When Jochen Rindt was killed at Monza, Fittipaldi became team leader and in October he won the United States Grand Prix. Two years later he was World Champion, at 25 the youngest ever driver to be crowned. In 1974 he did it again, this time with McLaren. He was walking on water.



This year the Goodwood Festival of Speed celebrated 60 years of Lotus and of course Emerson was there, back in the cockpit of the black and gold 72 that carried him to that first title. Sitting quietly, in a corner away from the crowds, he recalls those early years.

"It was winter when I arrived," he says, with a smile. "I had almost no English and wanted to turn around and go home. But I had a dream that one day I would start a Grand Prix, that's all I wanted. Then everything happened so fast. I met the right people, I was in the right place, I was lucky. The first time Colin [Chapman] asked me to drive for him was in October 1969, I'd just won the Formula 3 title. I told him I wasn't ready. It was hard to say no to Colin. Then Frank [Williams] called and again it was tough to say no, but I wasn't ready.

"But Colin and I made a deal for Formula 2, which was good because in those days I could get experience against the F1 drivers. He then called again in March 1970 and asked me to do the Dutch Grand Prix. It was tough, I was so young, still not ready, but we agreed to start at the British GP and I tested the Lotus 49 at Silverstone. Jochen [Rindt] set the car up, out I went, and I told Colin it was understeering. Jochen came to the cockpit, he said: 'Just use the throttle, then the understeer goes away'. Can you imagine, Jochen is holding out the pit board for me on my first day in an F1 car? Unbelievable. Everything happened so fast."

These days, of course, achieving success so young is not so rare. Fernando Alonso, Lewis Hamilton and Sebastian Vettel have all beaten Emerson's record for 'youngest ever world champion'. These are different times but all these sportsmen share the same DNA: they have talent and they've worked hard. If you're good enough, you're old enough, as they say.



Sutton & LAT

"Yes, they are there because of their talent, they are the best of their generation and they came from karts like I did," says Emerson. "They worked hard. It's difficult to make it to Formula 1. There are no gifts along the way and sometimes you will need to bring sponsorship. Above all you have to win, you require the capacity to deliver what is expected. It was tough in my day, it's tough now. It's always been the same, but they *start* so early now. I mean, my grandson Pietro is already a junior NASCAR champion and he's 15 years old…" A very proud grandfather chuckles. "I see myself in him. His mind is full time into motor racing and he always wants to find the next level. I tell you, this is when motor sport gives you nightmares. At first you have only pleasant dreams, then you're on the way to succeeding. We went to Hickory short oval and did some laps together and at first he says, 'Hey, Granddad, you're slowing so early for the turns I nearly hit you from behind', but by the end I was only half a second slower than him. Fantastic, life is beautiful. These are moments you cannot buy, to be out on the racetrack with my grandson. Maybe I'll do a NASCAR race one day. No, maybe not."

He has seen many young drivers come and go, some who made it, some who fell short of greatness. He doesn't want to name names but has firm opinions on why so many failed to fulfil their ambitions.

"There is too much *expectation*," he says. "Some get more horsepower, they reach a higher level and they cannot grow. Others come to life with more power, more performance, like James Hunt or Nigel Mansell. The buzz word today is PR. There is too much PR and many young drivers cannot live up to the image that is created for them. There is too much expectation and then they cannot deliver. This has happened to many drivers. You know, AJ Foyt has the best answer to the false expectation created by a PR campaign. One day, at Indianapolis, he was asked: 'Who is your PR company?' He said: 'My right foot'. For me, this sums it all up. When the flag drops, the bullshit stops. When you start believing you are the best, you start losing."



Emerson survived a horribly dangerous period of Grand Prix racing. Things came to a head for him when Rindt was killed at Monza and he went to the next race as team leader for Lotus. There were mutterings that Chapman's cars were too fragile.

"There was fear, yes," he says sombrely, before pausing for thought. "When I won



From far left: 1970 Crystal Palace F2 action; winning at Watkins Glen; qualifying lap at '72 British GP won him 100 bottles of champagne

LAT

my first title I went home and I told my brother and father I was retiring. My dream had been to start a Grand Prix, and now I was World Champion. It was too dangerous and I wanted to stop, but they said, 'No, it's a waste of your talent, you must continue. There is always a risk, yes, but you could die in the São Paulo traffic'. So I went on.

"I had been right behind Jo Siffert when he died in 1971. I stopped but couldn't save him – and again I wanted to quit, but went on.

"When François Cevert was killed at Watkins Glen in 1973, I couldn't take it any more. When I saw the car sticking out from under the barrier I thought it was Jackie [Stewart], but then heard it was François. I felt sick. I went to the paddock, prayed and asked God whether or not I should retire. There was so much tragedy, but still I loved it, still I had the passion. From there on it became a little safer, but three times I nearly stopped and three times I went on."

How, then, did he deal with Colin Chapman during the dark days of the early 1970s? There must have been times, I suggest, when he had doubts about the cars.



"After Jochen's accident at Monza we sat down and talked," he says. "Colin thought the problem had been with a driveshaft. He was going to make something much stronger and we didn't have any problems after that. I trusted him. He played a big part in my life, though he told me he never wanted to get close to me after what happened to Jimmy Clark and then Jochen. He was very honest, said he was afraid of losing another friend. He was totally focused on winning but had his human side. He felt very strongly about things, but hardly ever spoke about them."

A belief in God has steered Emerson throughout his life, devotion to Christianity coming from a grandmother who fled from Russia to start a new life in Brazil. Many times, when faced with danger or doubt, he relied on the faith instilled in him by his family.

"This brings me to Ayrton Senna," he says. "He was a close friend of mine, from his karting days, and faith was so important to him. But he was obsessed, he demanded so much of himself, too much against himself and I tried to help him." Emerson smiles at these memories and adds: "He over-reacted to Alain Prost. He made too much of it, especially when Prost did not want him to join Williams. Ayrton always dreamed of driving for Frank, but he applied too much emotion to the situations he faced. He needed to treat it more as a business. In the end, when he was negotiating with Williams, I called Frank. I said, 'If you have your cheque book ready, I have the best driver for you' and passed the phone to Ayrton. It was nice. He wanted to leave McLaren and at the time Williams was his most competitive option, but the rules were changing."

Switching teams to remain motivated and competitive is, and always has been, part of staying at the sport's pinnacle. But Emerson's sudden departure from McLaren at the end of 1975 mystified the entire paddock. Why would he do that? Who or what was Copersucar anyway? It seemed like the end of a great career.



LAT

"It was not so easy, but my brother Wilson and I had always dreamed of building our own F1 car," he says, patiently. "As teenagers back in Brazil we had worked together building cars. We broke the lap record at Interlagos with our Fittipaldi-Porsche sports car. To have our own Brazilian F1 team was more difficult than we thought, the biggest challenge of my life, but we had the Cosworth/Hewland package and it was easier to build a car at that time. It takes a long time to get the right people, and a team is all about the people. But when I stopped, in 1980, we had Harvey Postlethwaite, Peter Warr as team manager, Adrian Newey – who'd just left Imperial College – and Keke Rosberg in the car. We had the best people, but we lost the sponsorship. People in Brazil didn't believe in us any more and Copersucar went away just when we had finally got it all right. I was hurt, yes, both mentally and financially. It wasn't easy."

It was surely time to retire, but no. Emerson simply couldn't walk away from his first love, his passion for racing. And so, after four years away to regroup, he made a new start, in America this time.

"As a boy I would watch films of the Indy 500," he says, beaming at the memory, "and I was fascinated by those roadsters with all that power and the engine in the front. I used to ask Colin to tell me about Indianapolis – I was always keen to know more. I had to see what it was like, so I did a sports car race in downtown Miami and was so excited to be back in the cockpit. Then an offer came to do the Indy 500...

"You know, in 1974, after Watkins Glen, I drove Johnny Rutherford's McLaren Indycar and loved the ovals, the speed and those fast corners. I promised myself that I would go back one day. Anyway, I made my way to Penske and won the 500 in '89 and '93. Incredible. I was lucky," he says, grinning at the winner's ring on his finger.

Eventually, it seemed, retirement was forced upon him, an extraordinary career coming to an abrupt halt against a concrete wall at Michigan at the end of July 1996. But that's not quite how it happened.



"No, I had already decided to retire," he says. "On the Saturday afternoon I had told Roger [Penske] that I would stop at the end of the year. Then, at the start of the Michigan 500, Greg Moore touched me and I had a huge crash. I thought, 'thank God I'm still here' and that was it. I retired in perfect condition. It was time to be with my family. They were happy, I think, that I wasn't going to drive any more. It was a big accident, it hurt and I prayed."

He fails to mention that, having recovered from the Michigan crash, he was flying over his orange farm in Brazil when his aeroplane lost power and crashed, causing more serious back injuries. Just another page in the book, another challenge to overcome.

It beggars belief, then, that we heard the name Fittipaldi mentioned in connection with Grand Prix Masters, a travelling show that would reunite legendary names from the past for a series of supposedly not-so-serious







Scenes from Goodwood this year and opposite, from left, Long Beach 1977, Brazil 1980 and Indianapolis 1993



races in identical cars. What on earth was he thinking?

"They kept asking me to do it," he laughs, "so I tested the car at Kyalami. It was fast, a real racing car, what should I do? I called my mother in Brazil. I knew she was scared I would do something like this. I said, 'Mummy, I want to drive again. What do you think?' She replied, 'You still love it, do it. Don't waste your time, do it. In life you never know what's going to happen – drive!" So I did and I enjoyed every minute of it. Will I race again?" he bursts into more laughter. "Why not? Sports cars maybe? Look, I don't want to say I'm not going to race again – you never know.

"The memories are so good but I always look forward, the future is coming and retirement is the worst word for a man. A man is like a bicycle, if he stops he falls. Pedal slower, yes, but never stop."

Right now, Mr Fittipaldi shows no sign of slowing, let alone stopping. He attended Le Mans this year, he has been a steward at Grands Prix, his company is behind the São Paulo Six Hours, a round of the FIA World Endurance Championship in September, and he is involved in helping grandson Pietro through his NASCAR career. At the Goodwood Festival of Speed he was mobbed, hardly able to take a step forward without posing for another photograph, signing another autograph, while his family, youngest son Emerson, baby daughter Victoria and third wife Rosanna waited patiently in the background.

It occurs to me that there will always be a new 'Youngest Ever World Champion', be it by days or weeks. They are getting younger, are they not? If anyone knows what is required, Emmo knows. And I could listen to him all day, he's that kind of man.

"You need natural talent, of course, and incredible car control," he says. "But there is more. Think all the time, think how to improve the car, improve the driving. Ask yourself questions, what do you need to learn to get to the next level? Your mind must be totally focused, to achieve a better sporting performance. Then you are on the way to your dream. Is that OK?" he looks at me, hand on my arm. "I have more time, there is no hurry."

Yes, they always have more time, the champions, they are never in a hurry. For Emerson, it was 40 years ago, but the fundamentals remain the same. Ⓜ



LAT

"Will I race again? Why not? I don't want to say I'm not going to do it. You never know"



Brazilian blend: en route to a home victory – and a second F1 title – with McLaren in 1974



COMMENT

DSJ ON...

The Belgian Formula 1 race (Belgian Grand Prix, 1972)

On paper the Belgian Grand Prix took place on June 4 over 85 laps of the new Nivelles-Baulers Autodrome just south of Bruxelles in the flat industrial area near Charleroi. What happened in fact was a nice tidy race for Formula 1 cars on a standardised, characterless autodrome that could have been anywhere… But if it was the Belgian Grand Prix and the shape of things that have come, then we should seriously consider running the British Grand Prix at Mallory Park.

The start was really impressive as the 25 cars surged away up the slope, with Regazzoni (Ferrari) leading from Fittipaldi (Lotus), Ickx (Ferrari) and Hulme (McLaren)… After five laps with everyone nose-to-tail it looked as though the 'Minny-Mouse' circuit lacked anywhere for overtaking, and Fittipaldi was finding this out as he badly wanted to get by Regazzoni and get on with the motor race. He had one try while braking for the hairpin, to find that it was too easy for Regazzoni to block the way, so he waited for a lap or two and then on the ninth lap he out-smarted the Swiss and nipped past… and that was it.

From then on it was a perfect drive in a perfect car, the young Fittipaldi just drove away from everyone and lapped most people, and Colin Chapman could be seen looking like the Cheshire Cat. In the beautiful relaxed and smooth style that Fittipaldi has worked away to develop, and which suits the Lotus 72 admirably, he never put a wheel wrong and pulled away from Regazzoni's Ferrari and all the others relentlessly. When the Lotus 72 first appeared in 1970 and got itself sorted out I regretted the lack of a smooth, relaxed genius like the late Jim Clark to get the best out of it. While I stood in the dusty Nivelles-Baulers autodrome I wondered whether perhaps we had found a new one?

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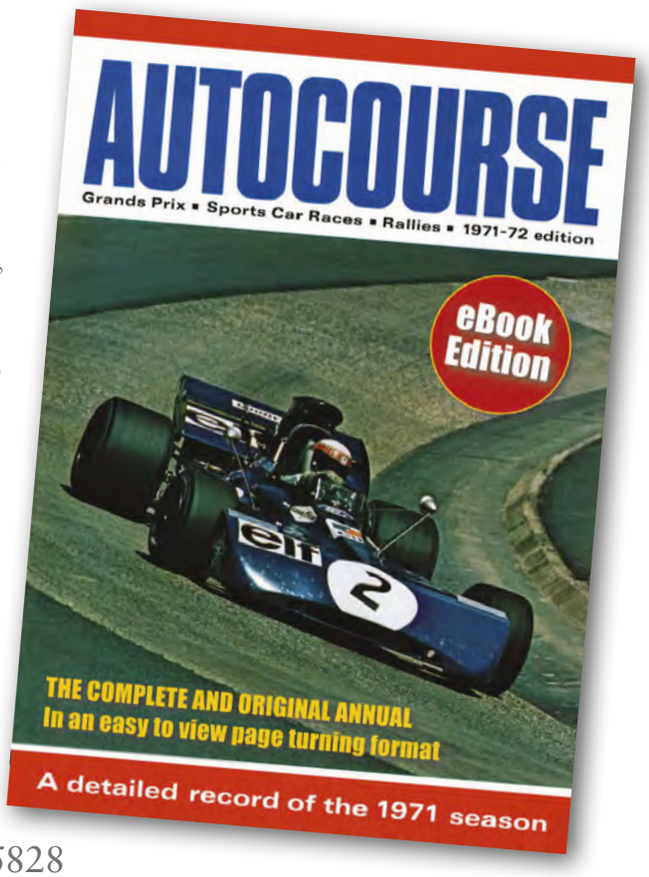
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Goodwood Festival

The motor manufacturers' stands are bigger than the showrooms in most towns these days, but thankfully some things don't change at the world's best celebration of motor racing. There's something heart-warming about the familiarities of the Festival of Speed: the glories of the Cathedral Paddock, the straw bales that line the hillclimb, the view on the walk back from the Rally Stage. These are the things that are good for the soul.

The 20th Festival of Speed on June 28-July 1 delivered all that we've come to expect from the Earl of March and his team, but while there was much to enjoy (and we should never take any of Goodwood's delights for granted), this year lacked the set-piece moment we'll never forget. Perhaps they're saving their powder for the big 20th anniversary celebrations we can look forward to in 2013.

Alain Prost was the most notable newcomer this time and it was good to watch him take his Festival bow driving a Renault RE40 from 1983 – even if he was disappointingly unrecognisable in a plain helmet missing his famous blue and white design. Contractual obligations stopped him driving a McLaren, too, which was a shame. But the photographic exhibition and collection of his great cars in the stableyard showed how much it meant to Goodwood for Prost to be there. The stableyard was a glorious oasis of calm, which should be repeated for other themes in the future.

There was little calm each time one of the contemporary Formula 1 stars made an appearance. Five of the (so far) seven Grand Prix winners of 2012 were there, with reigning double World Champion Sebastian Vettel showing up on Saturday. If anyone fitted the 'Young Guns: Born to Win' theme, it was F1's youngest ever champion. Pleasingly and predictably, Vettel got into the Goodwood spirit on his event debut as he mixed with fellow hillclimbers and revelled in the diverse machinery that surrounded him.

McLaren duo Jenson Button and Lewis Hamilton both turned up on Saturday, which was a surprise. We'd expected Lewis on Sunday, but during Friday alarming talk suggested he'd be a no-show. So there was relief all round when his yellow helmet could be seen nestled in an MP4-26 on the startline on Saturday morning. But young fans hoping to catch a glimpse on the final day will have gone home disappointed. At least Mark Webber and Nico Rosberg kept to the plan for Festival Sunday.



# of Speed 2012

Not for the first time, Anthony Reid claimed FTD in the Top 20 Shootout on Sunday afternoon. He stopped the clocks in 46.46sec at the wheel of the stunning new Chevron GT3, just pipping Gary Ward's Leyton House CG901B F1 car by two-tenths. But Ward still had the fastest time of the weekend in the bag, his Saturday run of 45.74sec remaining the true benchmark of the 2012 Festival.

Inevitably, some overdid it. During the shootout, Rod Millen found himself in the mother of all tank-slappers that left his Toyota Tacoma Pikes Peak special with a seriously crunched nose, while BTCC racer Tony Gilham brought Saturday's supercar finale to a premature finish when he slid off at the tricky Molecomb corner, in a car that surely won the prize for daftest name of the Festival, the less-than-super-sounding Gumpert Apollo. Gilham's shaken passenger was taken to hospital, but released later that night.

You'd never have guessed at Lotus's recent troubles given the scale of its 60th anniversary celebrations. Gerry Judah's latest giant sculpture outside Goodwood House was one of the best we've seen, and the collection of Lotus race and road cars that surrounded it after their displays on the hill was a highlight. Watching Emerson Fittipaldi in a Lotus 49B, 72 and JPS 72E was a delight, and the same could be said for Stirling Moss's reunion with the Rob Walker 18 in which he won the 1961 Monaco GP.

The Cartier 'Style et Luxe' celebrated the Queen's diamond jubilee with an eclectic display of royal vehicles. A half-scale midget racer left us wondering whether Prince Charles is a closet fan of American sprint cars. His Aston Martin DB6 MkII Volante, used for a certain quiet family wedding just last year, was voted 'best in show' by the judges, who included AC/DC frontman Brian Johnson.

The static Aviation Show was a first, but it was the action in the skies that left us craning our necks with our mouths hanging open. The Red Arrows were as brilliant as ever, the new Eurofighter Typhoon appeared to defy the laws of physics and a pair of Tornado GR4s left us wondering which way to turn.

Then at the end of it all Lord March took his duties as host to a whole new level. We'd spent four days wandering around the grounds of his home – now we were invited inside. All were welcome into Goodwood House as blues/rock axeman Kenny Wayne Shepherd played an impromptu 45-minute set, then left us wanting more. At Goodwood, it's a feeling we know only too well. *Damien Smith*

Neil Godwin-Stubbert









[1] Audi R18 e-tron quattro Le Mans winner was there [2] Jenson Button and Sebastian Vettel share a joke [3] Lord March tried Lotus 72E [4] Marc Gené in Ferrari F10 [5] Red Arrows were superb, as ever [6] steam-powered laptop needed to run Nick Heidfeld's '99 McLaren! [7] John Surtees rode restored Norton F-Type [8] Unmotorised stunts also appealed [9] Charlatans performed on the Alfa Romeo stand [10] Jochen Mass in Mercedes-Benz W125 [11] Josh Hill drove Matra – just like his grandfather [12] Kenny Roberts on 1981 Yamaha OW31 [13] Kenworth Pikes Peak racing truck





















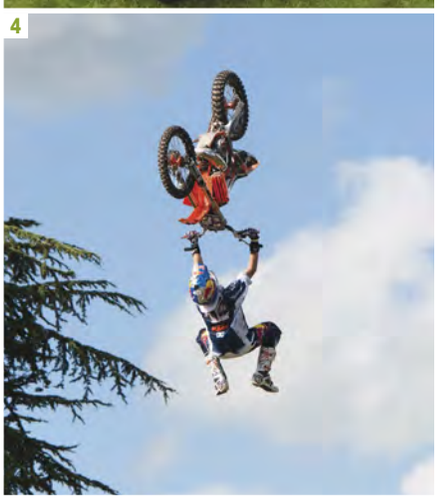
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[1] Lewis Hamilton appeared on Saturday [2] Royal Rolls-Royce Phantom in the Cartier 'Style et Luxe' [3] 1924 Rolls-Royce Silver Ghost owned by Sirdar Aly Aziz [4] Goodwood Action Sports enclosure hosted spectacular freestyle motocross displays [5] Toyota NASCAR made the ground shake [6] Lord Drayson's innovative Lola-based EV prototype [7] Aston Martin Vantage GTE [8] Nissan Leaf set a new speed record... in reverse [9] kart racers paid tribute to Zip Kart founder Martin Hines [10] Anthony Reid won the Top 20 Shootout in new Chevron GT3



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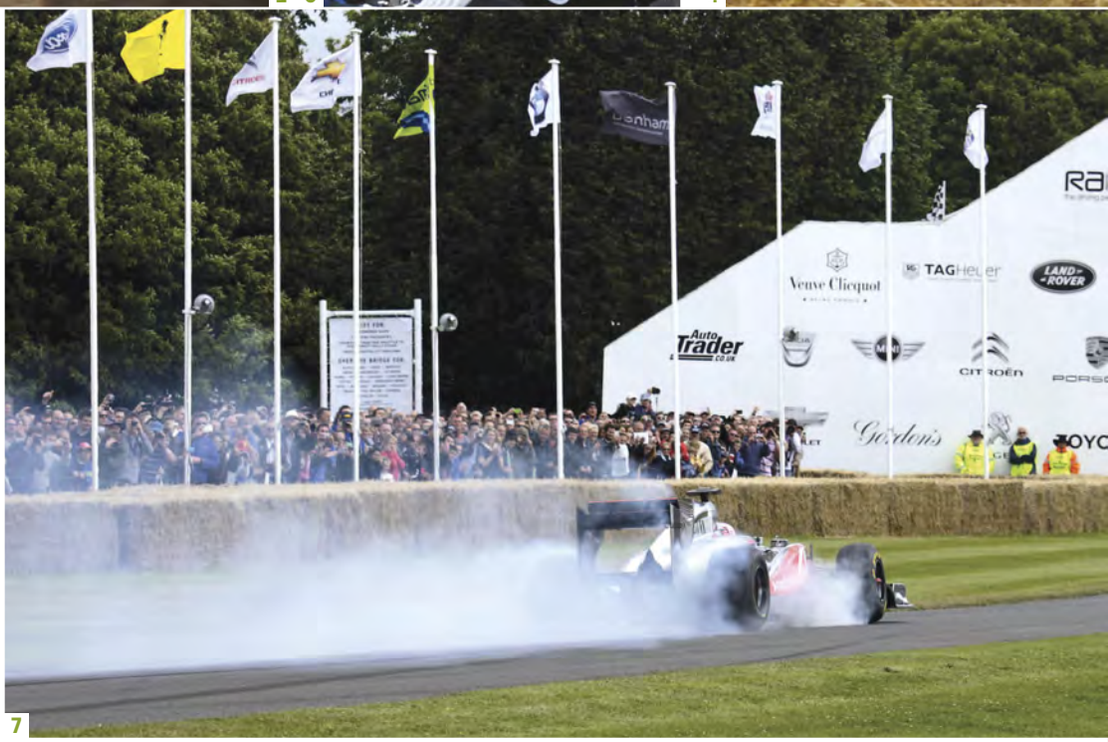

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[1] Lotus's 60th anniversary was one of the Festival's themes [2] March 761 six-wheeler [3] Tony Brooks and 1955 Connaught B-Type [4] Paul Knapfield's unusual Can-Am Ferrari 712 [5] Sir Stirling Moss and his 1961 Monaco GP winner [6] Troy Corser on sole surviving BMW R90/S Daytona [7] Modern F1 machinery included a McLaren MP4-26 [8] Gary Ward's Leyton House CG901B was fastest of all up the hill [9] TT legend John McGuinness [10] Ex-Gerry Marshall Vauxhall Firenza [11] Toyota TS030 Hybrid [12] Unmissable Metro 6R4 [13] JYS and 1965 BRM P261 [14] Klaus Ludwig in Zakspeed's Capri


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[1] Prost gives Vettel some turbo driving tips [2] then shows how it's done in the 1983 RE40 [3] The Goodwood debutant was a huge draw [4] John Surtees appeared on four wheels as well as two [5] Fireworks display crowned Saturday night's Ball



4



5

Neil Godwin-Stubbert, LAT, Goodwood & Jakob Ebrey



Credit Suisse: a loyal supporter of the classic car scene

Three world-class motoring events form the backbone of a season rich in diversity for historic race enthusiasts

Pebble Beach, Goodwood, Monaco – fixtures at the forefront of the classic car enthusiast's mind. Roaring engines, chrome glinting in sunlight, the smell of gasoline in the air – this is what draws swathes of passionate visitors, classic car drivers and Credit Suisse customers to historic racing.

Many Credit Suisse clients and co-workers share a common, fascinating passion: they are enthralled with the history of automotive technology from its earliest origins to the present day, and are themselves classic car owners.

Therefore it was a natural fit for Credit Suisse to create its own Classic Car Program – a forum that not only gives customers an opportunity to drive, but to network and meet famous names from the world of motorsport, including Alain de Cadenet and Jochen Mass. The result is a growing community with a love of classic cars and often based on personal friendships.



Karsten Le Blanc (below with Sir Stirling Moss), a managing director at Credit Suisse and a keen car enthusiast says: "With our recent activities at the Grand Prix de Monaco Historique we proved that we are not only a sponsor of motor sport events but a partner at the very heart of the scene. In Monaco, we set up the Credit Suisse Drivers Club for racers and VIPs, hosted our first Historic Racing Forum for the media and organised our 'Monaco Classics' spring rally, including the Credit Suisse Classic Car Rally Parade on the Monaco race track. Our activities provided a clear indication that we are more committed than ever to our involvement in the classic scene."





The Historic Racing Forum took place in the Credit Suisse Drivers Club in Monaco. Below: Mass, Pirro, de Cadenet and Dayton



PARTNERING WITH THE MOST FAMOUS CLASSIC CAR EVENTS WORLDWIDE

As part of its Classic Car Program, Credit Suisse supports three of the most famous international classic events, including the **Grand Prix de Monaco Historique**, which took place in May 2012. The Credit Suisse Drivers Club, this year designed as a wooden Swiss chalet, was the ideal place for drivers to focus or unwind, and to meet like-minded competitors in a uniquely Swiss environment. In addition, it became a hub for media activity with the first Credit Suisse Historic Racing Forum, a panel debate including leading motor sport drivers.

Every year on the third Sunday in August, the most famous event of its type in the world attracts more than 200 valuable collector cars to the grounds of the Pebble Beach Golf Course on the Monterey Peninsula in the USA. An invitation to the **Pebble Beach Concours d'Elegance** (August 19, 2012) alone is a feather in the cap. A prize at Pebble Beach can seriously enhance a vehicle's value. Credit Suisse's guests can enjoy the Concours, and are also invited on the exclusive Pebble Beach Tour to Carmel along the famous Highway 1.

The week of automotive events that culminates with the Concours d'Elegance also includes The Quail: A Motorsports Gathering and the exclusive Quail Rally, both of which are sponsored by Credit Suisse. The Quail is widely regarded as the perfect classic car garden party, and the invitation-only Quail Rally treats participants to the most scenic backroads on the Monterey Peninsula during the day while enjoying world-class dining in the evenings.

Another unmissable diary date for a classic car enthusiast is the unique **Goodwood Revival** (September 14 – 16, 2012), which Credit Suisse has co-sponsored since 2009. This annual classic attracts over 100,000 motor sport and classic car enthusiasts – for the most part dressed in period costumes – to the Goodwood Motor Circuit in the South of England. Enthusiasts can marvel at the heroes of the golden age of motor sport from the period 1948 to 1966, and become a part of this extraordinary spectacle.

In addition to an exclusive hospitality lounge facing the racing circuit, Credit Suisse will offer its guests guided tours through the paddock. Guests can enjoy being accompanied by famous drivers who will not only acquaint them with their vehicles, but also entertain them with gripping tales from their careers.

Following on from the success of its inaugural Forum in Monaco, Credit Suisse will on Friday, September 14, 2012 host the second Historic Racing Forum. With renowned names from the historic racing world set to feature, the Forum will once again enliven and entertain the media and selected guests that descend on Goodwood, just as it did at the GP de Monaco Historique back in May.

In addition, Credit Suisse will be marking the Goodwood Revival with the *Motoring Bugle*, which visitors will find distributed at numerous locations throughout the event.

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The Credit Suisse Classic Car Program

Owning a classic car and experiencing the fascination of automotive history is something special. But experiencing it up close and personal within an international network of classic car fans, alongside the pioneers and idols of historic motor sport, is a genuine highlight for any classic fan.

The Credit Suisse Classic Car Program creates a forum for this, and the ever-expanding network of classic car enthusiasts throughout the world is testimony to a quite extraordinary fan club.

Since 2004, the Classic Car Program has been the author of its own success. In just a few short years, Credit Suisse has transformed customers and co-workers who share a fascinating passion into genuine fans. Their very own rallies, sponsorship of outstanding classic events, and its own collection of historic vehicles underline Credit Suisse's commitment to the classic car scene.

CLASSIC CAR COLLECTION OF ITS OWN

Credit Suisse's deep involvement with the international classic car scene is documented by its own vintage car collection. Three Porsche 356s and an Austin-Healey Sprite Mk1 (below) feature regularly in the Classic Car Program and are driven by Credit Suisse customers and employees at beautiful rallies.

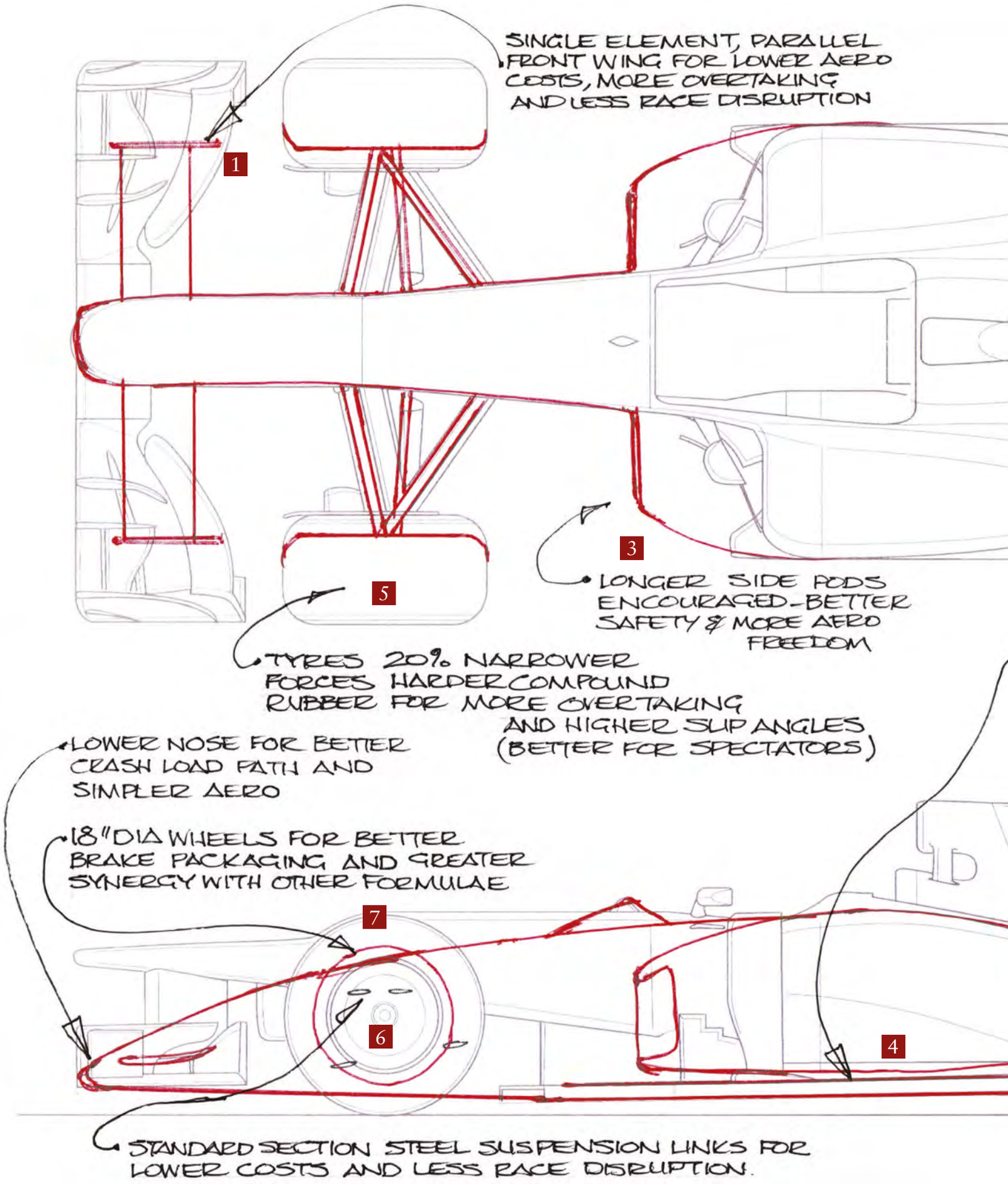


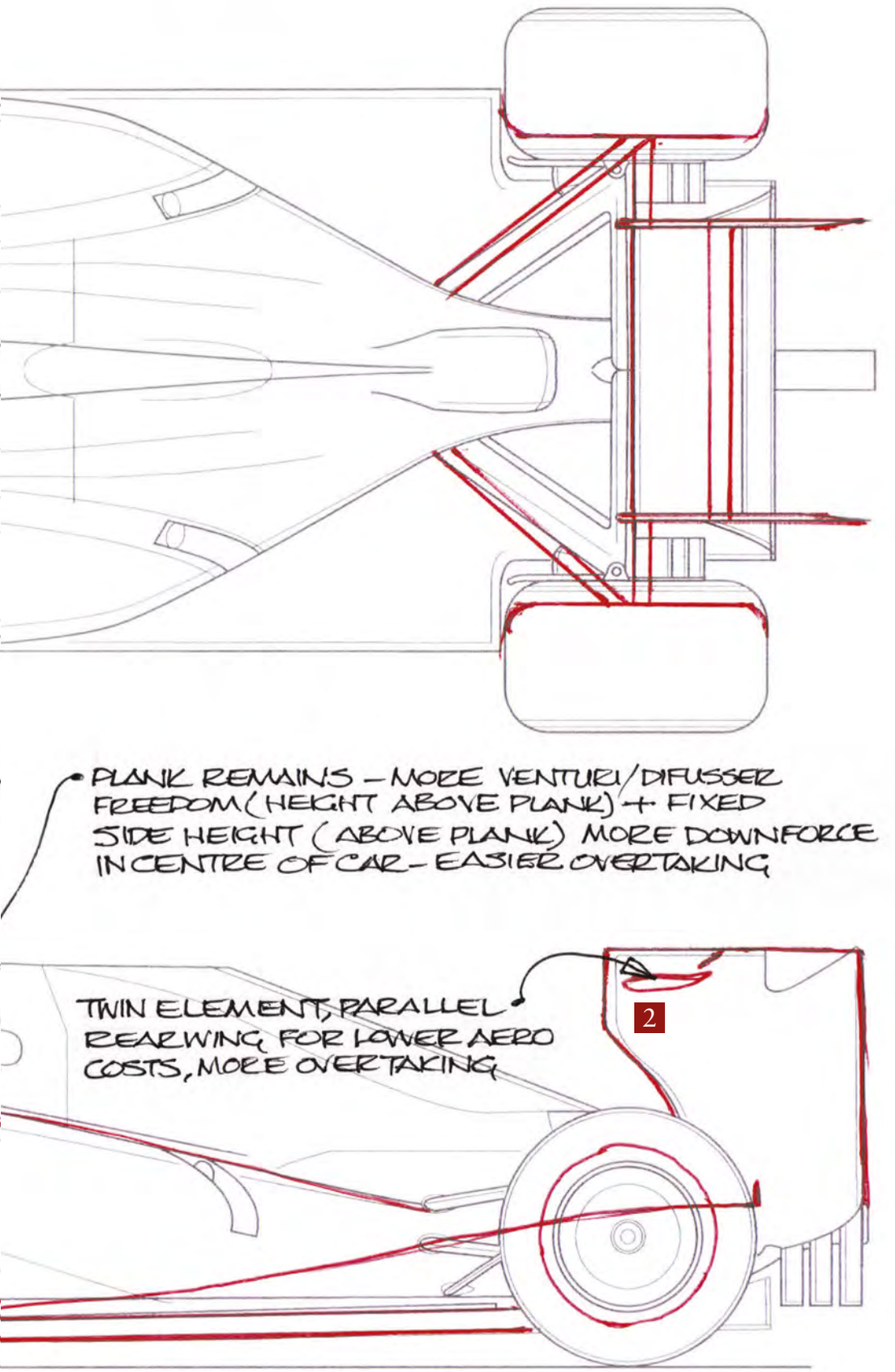
EXCLUSIVE CLASSIC CAR RALLIES

In addition to sponsoring international classic events at Goodwood, Monaco and Pebble Beach, Credit Suisse organises two of its own classic car rallies every year, inviting around 30 international teams to special locations on each occasion.

Whether tricky mountain trials in the Swiss Alps, sun-soaked coastal roads on the French Riviera or narrow village lanes in the Italian provinces, there is something to cater to every taste. The classic car owners enjoy a great time, both on the road and at gorgeous venues. They witness many unforgettable moments and funny stories, making it easy for them to foster their personal network.

Further information on the Credit Suisse Classic Car Program can be found at: www.credit-suisse.com/classiccars


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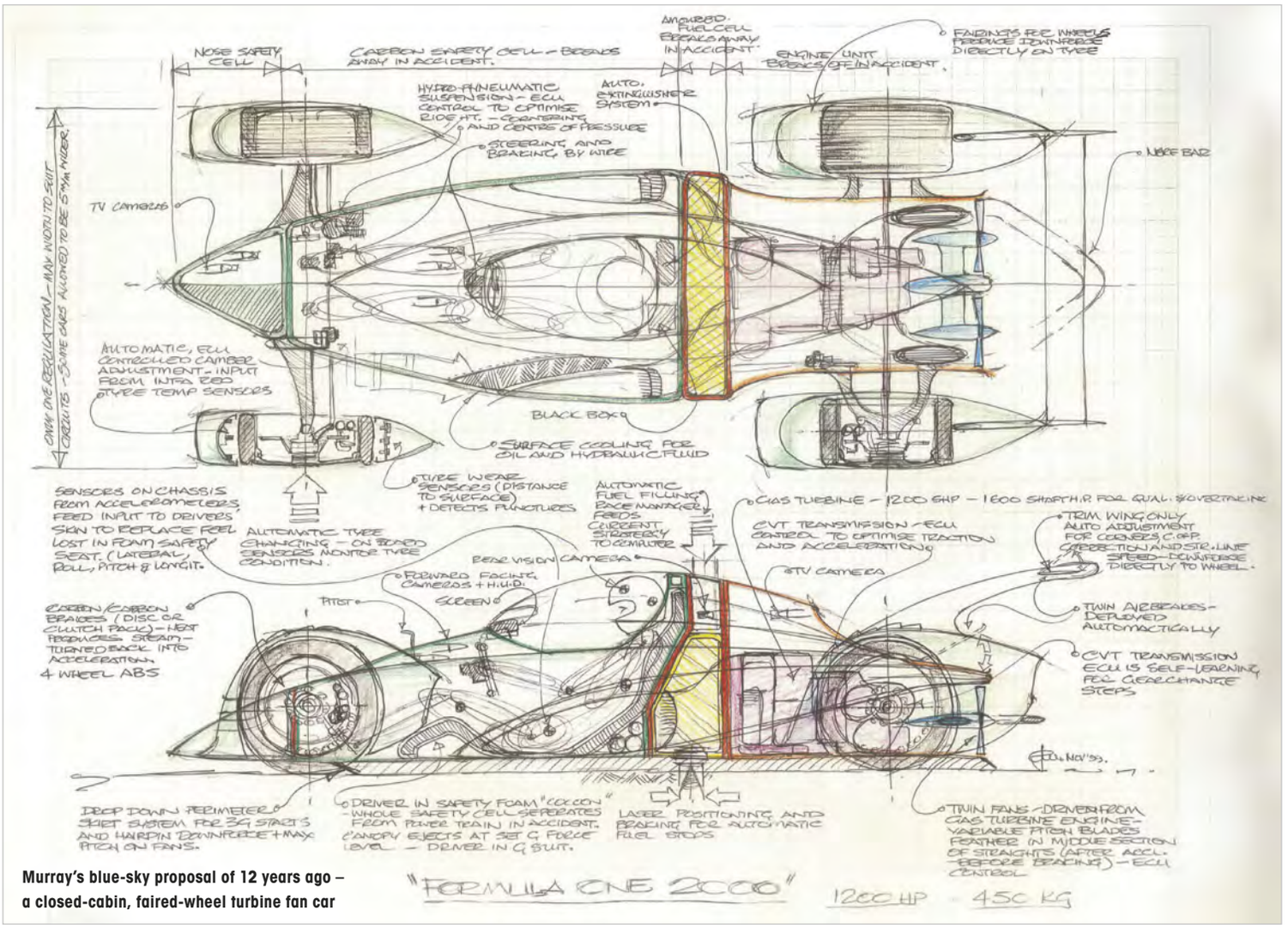




GORDON MURRAY'S F1 BRIEF: SIMPLER, CHEAPER, BETTER

Gordon Murray may have retired from Formula 1 over 20 years ago, but he has plenty of ideas on how to answer the sport's big questions – such as how to boost overtaking and reduce costs

BY ED FOSTER



Murray's blue-sky proposal of 12 years ago – a closed-cabin, faired-wheel turbine fan car

Morning has only recently broken at Gordon Murray Design in Surrey and the only sound, other than the birds, is a very trick, carburetted four-cylinder engine approaching. It's not something you expect to hear at 7am in a leafy suburb of Shalford. "The Green Meanie only has 130bhp," Gordon Murray says about his Lotus Cortina as we sit down in the boardroom a few moments later, "which in today's money for a road car isn't huge. But it only weighs 830kg and it goes like hell!"

The ex-Formula 1 designer is looking fresh and colourful – his shirt is a trademark floral number – and he's managed to find time to talk to us before blasting up to London to launch his new city cars, the T.25 and T.27.

Back in the January 2000 issue of *Motor Sport* we delved into what Formula 1 might look like in the future. Stirling Moss, Max Mosley, Jacques Villeneuve, Frank Williams, Ken Tyrrell and Nigel Roebuck all offered their views – "one envisages that the World Championship will become ever more global," predicted our editor-in-chief all those years ago. The big scoop, though, was a drawing by Murray of what he thought would be the fastest F1 car if there were no rules or restrictions beyond its size. A 450kg, 1200bhp gas turbine monster was the end product. OK, we won't be seeing Fernando Alonso pilot anything like that in the near future, but what would Murray think about the drawing 12 years later? What would he change? We're back to find out.

> "If you want to keep the roundabout going you have to keep the show element"

"I looked through it," he says after taking a sip of coffee from a mug with 'Professor' written on the side, "and I tried to make a list of the things that I'd change. I got zero, I actually got zero. I wouldn't change anything because you couldn't improve on that in terms of cornering speed, lap speed and race speed."

Twelve years later, it seems we'll be returning to London without a follow-up story. Until talk turns to the state of Formula 1 in 2012. The Pirelli tyres have mixed things up, but we still need a gimmick such as DRS to promote overtaking. The rules are so restrictive that design has become an exercise in tiny aerodynamic adjustments, which are so expensive that only three teams have a realistic chance of winning a championship. We can't un-invent half a century of aerodynamics, so what's the cure without resorting to a falsity like DRS?

"That's fairly straightforward, actually," Murray says. And so begins an hour of re-inventing F1, solving the overtaking issue,

while increasing the freedom for designers to work. How about reducing the costs and trying to make the cars look different from each other? Murray has some thoughts on that too.

Of course, our talk wouldn't be complete without the designer putting pen to paper. A line drawing of a current racer is produced and Murray gets to work, redesigning the car.

"You always have to look at Formula 1 from two sides," he says. "The purist, like me, looks at it from a technical point of view, and from a racing perspective because I like to see people racing. But these days you have to look, more than 50 per cent of the time, at the show. That's very important because if you want to keep F1 with top viewing figures, keep the sponsors there and keep the roundabout going then you have to keep the show element.

"It's a very fine balance because without the razzamatazz and the huge fortune that's spent on entertaining you wouldn't get the sponsors and you couldn't afford the technical side. And you've got to have a technical element in order to maintain it as the premier formula technically. That's your balance.

"With modern F1 there are so many simple things that you could change that would make an enormous difference to the cost, to spectators and to overtaking, without using any gimmicks."

Here's what Murray suggests.

WINGS AND DOWNFORCE

"The big problem with F1 is that almost always there's a medium-speed corner leading onto a straight. With the current cars you lose balance and downforce when you're following another car so you're never close enough to overtake. If you look back at old films you'll see that you could tailgate someone through the last corner and onto the straight. Halfway down the straight you could slipstream and pull out.

"With modern cars the front and rear wings [1 and 2 on Murray's new drawing] create a big percentage of the downforce. I'm picking numbers out of the sky, but if you've got 25 or 30 per cent of the downforce on the front wing, and you're in the dirty wash of the car in front, you're going to spoil the downforce and the balance. The more downforce you have on a car the more balance is critical. Now losing a bit of downforce behind a car is one thing, but losing the balance is a disaster because you start getting understeer coming onto the straight when the front wing isn't working. You're never going to be close enough to overtake.

"The easy way to sort that is to give designers a lot more freedom in the middle of the car [3 and 4] – let's call it the venturi section. OK, I'm not advocating sliding skirts because they were dangerous if they stuck – I had a crash with Nelson Piquet at 140mph when the skirts stuck up in Austria… However, if you had a controlled gap and a bigger venturi section allowed, you would be able to make 80 or 90 per cent of the downforce in the middle of the car. Then you could dramatically reduce the front wing size and reduce the rear wing so that it was a trim flap.

"That does a lot of things. The first and most important point is that you're unlikely to lose as much balance in the corner as you do currently. Also the number of times that you try and get close to the car in front and end up touching with the huge front wing is ridiculous. With the amount of overhang and width it's almost inevitable. When the front wing gets involved they're not likely to bang wheels or anything – and that's half the fun of racing. With a smaller front wing you'd have far few interruptions caused by people having to come in and change the nose cones. You'd also have much closer racing."





Murray proposes narrow wings to reduce collision damage (left) and promote drafting without need for DRS (below)

LAT

TYRES

"You'd have to look at the tyres [5], a factor which is much easier now that they're the same for everyone. If you had harder tyre compounds and made them slightly smaller it would make a big difference to overtaking.

"It would increase the braking distance and there would be much more chance of somebody locking a wheel. When you've got a lot of downforce and very sticky tyres the difference between a car that brakes really well and one that doesn't is tiny. The difference – between the good brakers and the bad – could be as much as 10 metres instead of three or four.

"The smaller the contact patch gets, the harder the compound you've got to run because otherwise it would overheat. Also the car would be going much quicker coming into a corner because about 50 per cent of the drag on an F1 car is down to its open wheels. If you make the wheels smaller you'll go quicker in a straight line.

"Let's pick some numbers here. At the moment you'll be doing 200mph on the straight and then have to brake to 100mph for the corner. With smaller tyres you'd be arriving at 210mph and you'd have to brake to 80mph. A side effect of changing the tyre compound is that you'll get slip angles again for the spectators. It's one thing I really miss in F1, I really do. The Villeneuves would really have to look after their tyres and the Laudas and Sennas would manage a lot better – you'd be putting the driver into it a bit more.

"It doesn't need to be a huge change. It's amazing – you can reduce the contact patch by 15 or 20 per cent and it makes a massive difference to the performance of the car.

"The tyre and wing changes would help the overtaking, but there is another issue

altogether which I think is quite ridiculous. When anyone tries an overtaking manoeuvre they get a penalty. It's beyond my comprehension, it really is. And it gets worse and worse! I don't watch every race, but when I do there just seems to be more and more penalties. They need to watch MotoGP… If it's a *really* dangerous move then OK, that's fair enough, but there's a limit."

GOING GREEN

"I think the green element is rubbish. I'm absolutely in line with Bernie [Ecclestone] – I just don't see any point.

"If you want F1 to remain the top technical formula in the world I don't think the way to do that is to go green. The place to test technology like that is at Le Mans, in endurance racing. Formula 1 is a show, it's a sprint, it's nothing to do with endurance. At the moment you can only rev to a certain amount and you've got to do a certain number of races with the engine to keep costs down. If you didn't have those regulations then you can say 'OK, you can take a chance on a green technology' and open it up to alternative green options.

"If you're going to have very, very tight regulations with KERS then everyone will have the same system. That's not pushing green technology – that's just waving a flag and saying 'we're a green formula'. And it's extremely expensive as well."



"I think the green element is rubbish I just don't see any point"

THE SIMILARITY OF THE CARS

"The technical side of F1 has been really castrated now because there are limits on the engines, and the regulations are so tight that without the finer bits of aerodynamics the cars are all the same.

"What determines the shape of a Formula 1 car, its centre of gravity, its centre of pressure, is the layout of its major masses – that's to say the driver, the fuel and the power train. The rest – the chassis, suspension, fuel system etc – weighs nothing. What you used to do in the olden days was to move those major masses around to get an advantage and then you got different-shaped cars.

"The problem now is that the rules are so strict you have to have a single tank behind the driver, and the engines and gearboxes are the same shape and size, so basically what you have is a kit car. Everybody wants to go out to the maximum width and overhangs because that's the nature of aerodynamics. All the designers are left with is fiddling with minute changes in CFD and the wind tunnel.

"I do think the current F1 cars are bloody ugly, they're not items of art anymore, are they? It's just the way things have gone. It's where all the money has gone, into the detail stuff.

"I'm not saying there's an easy solution for this one, but if you painted all the cars the same colour they'd all look much the same. One way to solve this would be to allow the designers more freedom to look for downforce in the middle of the car [3 and 4], as I mentioned earlier. Then you'd get different lengths and shapes in the sidepods. The only other way is to go back to fuel stops and then you'd have more freedom with a smaller tank. But then you'd have the problem of four sprints again…"

REDUCING COSTS

"In the 1970s you could have normally aspirated, supercharged or turbocharged engines. You could have gas turbines, two-strokes, four-strokes and the huge danger of that – which we saw when the turbos arrived – is that when one technology wins everyone has to have it. You dump the budget you've already spent and you call up a new one to do the new power train.

"There are lots of ways to save costs in F1 that the spectators would never know about. The purist designers will hate me for saying this, but one of the big expenses is the use of carbon fibre material in the suspension arms [6].

"Now that's great for the aerodynamicist because you can make shapes and spend hundreds of thousands of pounds in the wind tunnel on a new wishbone with a tiny new flip and curve. Strictly speaking something that isn't part of the sprung mass of the car can't have an aerodynamic influence – it's the fan car rule all over again! If you had a rule that all the wishbones had to be symmetrical section and ferrous material, again you'd save a fortune. You'd not only save money, but also you wouldn't have bits of carbon all over the track every time someone bumps into someone. People would then start racing again because you could have a bump. You might tweak one arm slightly, but you could keep on racing.

"There's an awful lot of rubbish talked about Formula 1 technology going into road cars. There is some crossover, but the tyre sizes are way off and 13-inch diameter wheels… ridiculous! Trying to package brakes into a 13-inch wheel for a 200mph car is so costly. It's stupid – it should have gone to 18 inches ages ago [7] along with low-profile tyres. Then the technology is a lot more in line with current high-performance road cars.

"The other way to reduce costs would be to make the body completely smooth, without all these bargeboards and flip ups. They can have shapes, but they've got to be a smooth surface. That would save a fortune, but then you're limiting people again. It's a very fine balance, a difficult balance.

"If you gave the designer more freedom on the venturi then that's where you'd spend the money. However, if you made the front and rear wings straight – and only two or three elements [1 and 2] – then you'd save a huge amount of money. You spend thousands of hours in the wind tunnel creating three-dimensional shapes because you now can. God knows how much some teams spend on making a front wing – they make loads of them every year and then the 10 they have in stock are out of date. It's costing a fortune.

"The truth is that aerodynamics don't feed into road cars. It did on the McLaren F1, but that was for 100 people. Other sports cars use F1 aerodynamics, but again, that's for a few thousand people. All you can hope to do as an F1 designer with things like aerodynamics is to inspire road car designers to push a bit harder. But really, there's no relationship at all."

What becomes clear after an hour of talking to Gordon Murray is that his proposed changes would make a big difference. The word 'freedom' to designers tends to mean 'expensive' to the accountants, but if F1 was to cut back on the cost of the wings, KERS and suspension, could teams then afford to have more freedom in the middle of the car? It would need some well-written rules from the FIA, that's for certain.

Murray has always looked for the next challenge. It was the McLaren F1 road car 20 years ago, then his T.25 and T.27 city cars and their radical iStream build process. Maybe his next hurdle could be re-writing the F1 rulebook and sending it over to FIA president Jean Todt? He's sadly moved on from F1 nowadays, though. Would he ever be tempted back? "No – I've been there, done that," comes the reply.

Unless the commercial rights holders, the FIA and the teams have a sudden change of heart, it looks like Murray's ideas will remain, much like his drawing in January 2000, as a pipe dream – much to the disappointment of us purists.



Longford 1964: Frank Matich lines up with Brabham and Hill. Below: Clark rated Frank highly. This is Warwick Farm, '65



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A Frank exchange of views

He's a Tasman race winner, Australian champion driver, sports car and F5000 builder and winner, a successful businessman – and he's never slow with an opinion. In the 1960s Frank Matich diced with the sport's greats; here he recalls the men who impressed him

BY MICHAEL STAHL

The Grand Prix Drivers Association is a pretty exclusive club. But there's an even more exclusive club within it: drivers who never raced in Formula 1, nor even in Europe, but whose professionalism and ability earned the respect of the F1 fraternity.

Since the founding of the GPDA in 1961, according to the best efforts of its record keeper, this inner-inner club has only ever had one member: Australian driver and constructor Frank Matich.

During the fabled 2.5-litre Tasman series of the 1960s, Matich raced wheel-to-wheel against the very best in the world. Jim Clark was said to have rated a 1965 battle with Matich at Lakeside, Queensland, as the best dice of his career.

Matich's driving was concise, effortless, instinctive. A college-trained aeronautical and mechanical engineer, his mind was forever focused on improving the sports and single-seater cars which, inevitably, came to be of his own design.

In 1962 Stirling Moss had noted the young Lotus 15 racer's methodical tyre-testing and data-keeping. In his ensuing relationships with Dunlop, Firestone and Goodyear, Matich would be a southern-hemisphere secret weapon in race tyre development.

Matich's chassis experiments and innovations – relieving air pressure under his Lotus 19 with floor slots circa 1964, cross-drilling and slotting the brake discs on his SR3 sports car in 1967 – were not done in isolation. Bruce McLaren was a close friend and confidant.

"The F1 people, they were working guys like me," says Matich, now 77. "Bruce, Graham Hill, Surtees, they were fellas that got spanners in their hands."

Matich bought a Brabham BT7A open-wheeler for the 1964 Tasman, and started the first Australian round on the front row, alongside McLaren and Jack Brabham. Next round, Matich was on pole.

But he rarely contested more than a few rounds each year, at least until the F5000 era. Early in 1971, Matich took a McLaren M10B to raid the US L&M F5000 Series; two outings bagged a win and a second. In November, the Matich A50 Repco-Holden F5000 won the 1971 Australian GP on its debut.

Firm offers of drives in Europe simply never eclipsed Matich's devotion to his family, his dominant Team Matich sports car organisation or his love for the Sydney waterfront lifestyle. When he was almost electrocuted in a 1974 boating accident, ending his racing career, he went big-game fishing.

With successful businesses in automotive distribution, packaging and solar-mirror manufacturing under his belt, Matich reflects on the characters that featured in "a beautiful, but dangerous" time.

"I don't think in terms of regrets," Matich smiles, considering where his racing career might have gone. "I might have botched everything up, knocked myself off, I don't know… Anyway, I don't know if I could have handled getting told what to do."



Jim Clark

MATICH'S GREATEST MEMORY OF CLARK is of their fierce contest at the 1965 Lakeside 'International 99'. Clark was in his Lotus 32B-Climax, Matich his BT7A-Climax.

"Clark had pole and I was second. I got through Jimmy at the start and I was leading… We were swapping the lead at different parts of the circuit, wheels inside each other, that type of thing.

"It was on for a fair while – we'd lapped almost everybody – and all of a sudden I came out of the top corner and my motor cut dead. I rolled down into the pits and my brother Graham ran over with a distributor rotor in his pocket.

"Out I went – and Clark waited for me to catch up to him. He was several laps in front, but he waved me through. He'd declared it on again. And at the end of the race, he insisted that I go round with him in the parade car. He reckoned it had been the best dice he'd ever had.

"Clarky was perfection. You couldn't see this from the sideline, but… his ability to balance the car. Remember, the driver's input was much higher then, before aerofoils and everything,"

Matich had held a pilot's licence since his late teens. It became another connection between himself, Graham Hill and Clark, just a matter of weeks before Clark's death.

"Every minute they could spare, they wanted to go out flying. If they had a spare afternoon, they'd be off in individual aeroplanes or off on a joint thing. They were doing a lot of night flying, which they hadn't been doing in Europe.

"I went once or twice with them, but mostly we'd talk about it, and the ways it related to racing – because we were starting to get into the aerodynamics by then."



Jack Brabham

MATICH'S STEP UP TO THE PREMIER Tasman Series in 1964 was initially to be with a Lotus, but after he had stayed three months with Bruce and Patsy McLaren in the UK, "we all agreed the best thing I could do would be to buy a chassis from Brabham.

"The unfortunate part was that Jack himself became involved…"

Matich put his BT7A on pole in only his third Tasman race, at Warwick Farm. Having outbraked Brabham on the fourth lap, Matich was still in front two laps later when a front lower wishbone mount broke. He later noticed that Brabham's similar BT7A was reinforced there.

It transpired that Ron Tauranac had given Brabham drawings of the modification to pass on to their customer. The boss must have forgotten.

Matich says his '64 season was handicapped by the absence of his best Climax engine and the forged rods and pistons he'd had made in the US. Repco was proposing to build Climaxes under licence; Brabham had suggested they borrow Matich's for development.

He was again leading at the next round, Lakeside, when his cobbled-together Climax blew up. "Denny Hulme came over and said, 'Frank, we've got the same bits, I worry we might have the same problems.' I said, 'What do you mean, the same bits?' He said, 'Well, I've got your pistons and rods'.

"And this is what Jack did a lot. He was f**kin' ruthless. He was an old villain! He'd look you in the eye and just laugh at you. You'd get the shits with him, but there was no point. He'd just do it to you again next time. That's how he won."

Earlier this year, Brabham was named one of Australia's Living Treasures. Matich doesn't dispute that for an instant.

"Well, he is a national treasure! Mate, I admire the bloke. Anything I say that's critical, please don't take it the wrong way. I've been bitten by him, but I just put it down to me being a mug. I knew what he was like, because I'd been told by Bruce and others. But we've always been friendly. We never had cross words."



Bruce McLaren

BRUCE McLAREN WAS TWO YEARS younger than Matich. They met at one of the early International meetings. "We just clicked, and that's the way it stayed until Bruce died."

On Matich's excursions to New Zealand he would stay with McLaren's parents, he and Bruce talking shop at the family's Auckland garage. "He was just dead-set practical. He introduced me to this polar moment of inertia stuff, the dynamics that occur within a chassis. He had an engineering background – well, he was pretty much like myself.

"In terms of the people who really impressed you in driving skill, who had that little bit extra – Bruce wasn't that. He was consistent and thorough, a younger version of Jack, in getting his car balanced and set up better."

Matich says it was he who convinced McLaren in 1964 to build his own cars – though it took Matich three more years to do likewise.

"Bruce was very sensitive about the reaction from Old Man Cooper – whatever anybody did later, [Charlie] Cooper considered that they had stolen it from him. Bruce was totally intimidated by him."

On Matich's first trip to England, and almost every subsequent visit as his Firestone testing role increased, he stayed at the McLarens' large apartment in Surbiton, Surrey. It was, Matich says, like an F1 drop-in centre.

"It was a hub… You'd meet all sorts of people. Dan Gurney was frequently there, and that's where I met Jim Hall."

These were the most competitive people on the planet, yet Matich says there was never any aggression or mind-games among them. "It wasn't like that. You were qualified because you were there in Bruce's place, or if you were staying with Jack and Betty."

One cold Sydney night, Matich picked up the





Tasman's greatest days, when it was the winter 'world championship'. Stewart, Clark, Brabham, Hill at Warwick Farm, 1967

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phone and called up McLaren's Colnbrook workshop to chat with his mate. It was Tuesday, 2 June, 1970.

"While I was on the phone, they got a call from the circuit that there had been an accident. They had to hang up from me to find out what was going on… Joan and I went to the funeral in New Zealand."



Graham Hill

GRAHAM HILL LOOMS LARGE IN Frank Matich's story right back to their earliest on-track battles.

"Everybody used to relax more for Longford [Tasmania] than they did any other place," Matich smiles. "They always had a big dinner and the Premier came to it. And very often it would descend into chaos – bread-rolls being thrown around.

"Graham made a very famous speech there, in which he was at his humorous best. That guy was a phenomenal commentator – he'd tell jokes like you wouldn't believe… So formal, and a beautiful command of the language."

Matich walked the tightrope with Hill from the great slashing curves of Warwick Farm to the tree-lined 160mph straights of Longford.

"Graham would move the steering wheel just one-eighth of an inch. I can remember [his] mechanics being upset that he wanted to move the seat a quarter of an inch. Graham was very good in getting the car comfortable for him.

"But he drove the car, wringing its bloody neck always. He extracted everything in terms of driving, but he didn't necessarily get the car sorted out well.

"There were times that I would not really want to pass Graham Hill, because I was enjoying the antics, keeping himself on the road… And Graham never gave up. Sometimes I could have got through, but I was enjoying watching! But I would think that was because I'd been able to set my car up better.

"Graham was a bit rough and ready. His driving style didn't match up with his engineering ability. Same with the character – he wasn't really that serious about life. Life was a big joke. He was constantly pulling pranks. Being younger, I was never sure if he was having me on or dead-serious."



Jackie Stewart

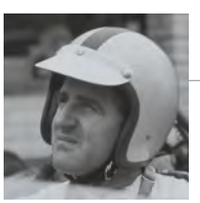
IMAGINE BEING ABLE TO SAY THAT YOU taught Jackie Stewart how to drive. Or to clay-pigeon shoot. Matich can probably top both: he showed JYS how to open a bank account. It was late 1964 and Stewart was in Australia to share a Jaguar 3.8 with Matich in the inaugural Sandown Six-Hour.

In the event, Stewart was swapped to a Lotus-Cortina (neither would figure in the results). Matich recalls the appearance fee was a heady 10,000 Australian pounds. "When we came back to Sydney he stayed with me, and the starting money went into a bank account we set up for him.

"Four or five years ago, we had lunch together – he was on his way to the Melbourne GP – and that set off two weeks of witch-hunts to try and find this lost bank account… He would have worked out the compound interest, all of that. He had the Royal Bank of Scotland here in Sydney chasing it, and he was constantly calling me. Nobody could find anything."

Ultimately, the widow of legendary Tasman Series promoter Geoff Sykes revealed that the sum had, at some point, been included with other appearance payments to Stewart.

"It's an art form with him," Matich laughs. "He's proud of it. But the same guy, if you needed help, he'd be right there."



Denny Hulme

"DENNY HULME WAS AN ABSOLUTE natural, but he got suppressed a lot by Jack [Brabham]," Matich says. "Jack treated Denny pretty shitty, which is why he lost him to McLaren. Denny won the championship and it's almost that Jack resented him for it."

Matich got off to an awkward start with

Hulme. While Matich was visiting the British Grand Prix in 1963 with McLaren, Brabham offered him Hulme's drive for the following year. Hulme, by the way, was standing right there.

"I was so embarrassed. But thank God, the way Jack did it, it didn't give rise to the idea that I'd been talking to Jack about it. Denny and I talked about it later, I apologised – and he understood.

"Denny wasn't a Clark, but he was in front of Graham Hill, for example, and Surtees. Denny was very good, and much quicker than Bruce. And he didn't have many accidents or incidents, he wasn't over-trying.

"Denny didn't look for trouble. He and Greeta had a super-modern home, a glass citadel, full of the most modern tricks. Denny was just so proud in himself, of where he was. He was comfortable."



Colin Chapman

IN 1960 MATICH WAS SEEKING TO STEP up from his Jaguar D-Type. Ecurie Ecosse's David Murray suggested he speak with Colin Chapman about a Lotus 15, and one of the new 2.5-litre 220bhp Climax engines.

"Along came the Lotus and it was a race car. But fragile! The first bit of bungee cord I ever saw in my life was what held the Lotus 15's tanks in. And the first bit of duct tape I ever saw was there as well."

Matich would update to a Lotus 19 for 1962. Chapman steered him to UDT Laystall Racing, whose car Stirling Moss had been running in the US. The car would first go back to Hethel for refurbishment…

"The guys in the factory, they flogged everything! They put in a cracked crankshaft. I got an old, repaired chassis, which the body didn't fit properly. It was a piece of shit."

When Moss arrived for the 100 Mile at Warwick Farm (incidentally, the last race win of his career), Matich showed him the car. "He said, 'This is not the car I drove.' And he went straight in – 'Give him his money back.' He's a lovely person, Mossy."

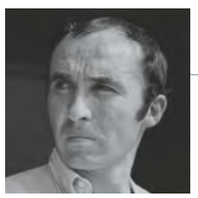
Matich recalls that Chapman offered him a drive – "an open offer, it could have been in anything" – when the two met at the New Zealand GP in early 1964. Even then, he says, he wasn't sure he wanted to.

"It was something that people joked about, but not everybody wanted to drive a Lotus car. The designs were always workable, but the team was always stretched to buggery to meet the schedules… Most of the accidents that did occur were related to that."



Matich (right) holding the winner's trophy for 1971 Surfers Paradise Tasman round

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Frank Williams

WILLIAMS CAME TO AUSTRALIA FOR the 1968-69 Tasman Series with a Brabham BT24 and new charge Piers Courage. Matich was focusing on his dominant SR4 sports car, in the support races to the Tasman Series.

"Mate, he was the real manipulator," Matich grins. "He financed his trips by buying and selling components. Rod-ends, fuel pumps – anything that was the latest… He'd always sell the car, to start with, but he'd have all this other stuff in boxes. And he would buy things from us to sell back in Europe.

"I bumped into him once at LA airport [circa 1970]. He was trotting, bags over his shoulder, and he called back to me, 'Oh, I wanted to see you – but I owe this bastard some money!' He was trying to get through Immigration and out of reach. He always had something going – but, jeez, how successful did he become?"

The GPDA

In 1968, Matich was invited to join the Grand Prix Drivers Association, then still in only its eighth year. He remained a member for 1970-71. "I got a phone call from Bruce [McLaren]: 'Frank, the boys would like you to be a member of the GPDA.' They were all talking about safety at that time, when Jackie Stewart was really coming to prominence.

"I went over in '68 and attended a meeting at Zandvoort. I didn't get to many meetings, but they kept me informed. I worked a lot through Bruce or Jo Bonnier, we'd kick the can with a bit of money to fund things we were doing.

"One of the reasons the GPDA came into being was that the fellas themselves wanted to have an instrument that would pull some of the dangerous [drivers] into line… An instrument they would listen to when they got [to F1]. Clay Regazzoni was one. And Rindt – he could have gone down that road. But they trained him, brought him into line."

Standing on the Shoulders of Giants

"I've never worried about racing with people who are the best. What I got out of motor racing, in too short an experience, was the gift of competing at a level that you could not possibly think about doing, had it not been with those guys. Hill, Clark in particular, Brabham to a different degree, Bruce, Surtees, these people…

"What comes into my mind is my respect and rating for them, to drive against them, to drive with them. And it wouldn't have mattered if it was in a race car, sky-diving or whatever – to do something competitive among people of that level of skill brought out your own skill.

"I'm not too sure I appreciated that at the time. But I've been very fortunate to have had that experience."



Lunch with...

PAT SYMONDS

He's overseen title-winning cars, engineered Senna and Schumacher, but the memory of Singapore 2008 remains painful...

BY SIMON TAYLOR



LAT

James Mitchell

In the intense, rarefied world of Formula 1 a driver has to deal with people on many different levels. To his sponsors and the media he'll be cheerful and optimistic. To his team boss he'll be professional and determined. To other drivers, including his own team-mate, his demeanour will vary with circumstance. But how he really feels may only be revealed, in the privacy of his pit and back at the factory, to his engineer – the man he works with most closely in his quest for victories and glory.

Pat Symonds has worked in motor racing for more than 35 years, 30 of them in F1. His roles have included chassis designer, aerodynamicist, head of R&D, technical director and engineering director. And he has fulfilled the key role of engineer for a string of front-running drivers, including two of the greatest of all time: Ayrton Senna, during his astonishing first season in F1; and Michael Schumacher, whom he helped to win his first two World Championship titles.

I know Pat to have, like all the best people in racing, a driven will to win. I also know him to be – perhaps unlike one or two people in racing – honest and honourable. So it was a shock to me, as to everyone else, when he confessed to involvement in what became known as 'Crashgate'. In the 2008 Singapore Grand Prix Nelson Piquet Jr crashed his Renault into the wall, bringing out the safety car and thus helping team-mate Fernando Alonso to win the race. A year later Piquet, aggrieved at being fired by Renault, announced that the crash had been deliberate, at the behest of the team. The race-fixing enquiry that followed banned Pat from Formula 1 for five years, and Renault team boss Flavio Briatore for ever.

I'm delighted when Pat agrees to have lunch with me because I know that, in his direct and open way, he will tell me as much as he now feels able to do about the Singapore incident – as well as giving his impressions of the drivers he has worked with. We meet at The Inn at Farnborough, near Banbury, a proper »»



village pub that serves us proper English fare: smoked salmon, rib-eye steak and sticky toffee pudding, plus a drinkable glass of Shiraz.

Pat's father was an engineering officer in the RAF, and then ran a Ford dealership. "Our visits to Snetterton turned me on to racing, and from the age of 12 my ambition was to design cars. In a classroom discussion at school [Gresham's, in Norfolk], the teacher asked us all what we wanted to do in life. One of my classmates, John Village, said he was going to be a racing driver, and I said I was going to be a car designer. That got quite a laugh from the other boys, but 10 years later, in 1979, John won the European Formula Ford Championship in a Royale RP26, a car I designed."

On leaving school Pat secured a Ford-sponsored undergraduate apprenticeship. "Then they sent me to Cranfield to specialise in vehicle dynamics. Adrian Reynard was in my year. Making a living in racing was an alien thought: in those days even an F1 team only employed about 12 people. But once I'd got my Masters degree I fired off letters to the British race car makers, and David Lazenby took me on at Hawke." He stayed there for three years, and was responsible for the very successful DL17 and DL19 Formula Ford cars. In 1978 he moved to Royale, where his RP24 and its successor the RP26 won a string of FF championships, and his FF2000 car, the RP27, was almost unbeaten in 1980.

"At that time everything in Formula 2 was being won by Brian Henton and Derek Warwick in Rory Byrne's Toleman chassis, with Brian Hart's engines. Toleman team boss Alex Hawkridge approached me and said, 'We're thinking of moving up into F1. Would you like to look after our R&D? I'll give you £10,000 a year (twice what I was getting at Royale) and a Golf GTi.' So on January 2 1981 I became Toleman employee No 20, based in Witney. Rory was in charge, with John Gentry as chief designer.

"The Toleman TG181 was a triumph of ambition over common sense. We said, 'how do you win in F1? You have to have a turbo engine, because that's what Ferrari and Renault are doing. Who will sell us one? Nobody, so we'd better make one. Brian, turn your F2 engine into an F1 turbo for us.' We really did believe we could beat all the DFV cars, and maybe give the Ferraris and Renaults a run. It was all madness, but brilliant fun. The car was a pig – in fact it was nicknamed The Flying Pig. We never managed to qualify until Monza, because it did have grunt in a straight line. And amazingly Brian Henton got it to the finish, last and three laps behind. Brian wasn't technical at all, and used to argue a lot, but he was massively brave. He'd just say to himself, I *will* get this car round this corner. Then Derek qualified at Las Vegas, and did about half the race until the gearbox packed up. I'd known him since Formula Ford. He worked tremendously hard, was always constructive – and he listened to his engineer. From FF to F1 and now BRDC president, Derek is the same as he's always been, a totally down-to-earth, friendly guy.

"For 1982 we had Derek and Teo Fabi, we'd updated the car and engine, and we thought we were in with a chance. We absolutely weren't. In Brazil both cars failed to qualify again, so on the Sunday morning Alex called a meeting. He decided on a new approach: Rory and John Gentry were going to design a new car, and I was going to run the F1 team. At the races everything was going to be down to me, including engineering both cars. It was a huge jump. But I learned that if you don't fiddle with things, you start to understand them. With a little bit of intelligent engineering we gradually got the old car to work. By degrees we started to qualify, and if it hadn't been for a puncture Derek would have scored our first points at Hockenheim. It was very rewarding seeing the car gradually improve.

"Rory and John decided the new car should have a carbon monocoque. That was pretty advanced: only McLaren had done it, and Lotus were in the process of doing it. We were using a wind-tunnel at the military college at Shrivenham, and we designed our own moving ground for it. In the tunnel we found something really interesting. If we shaped the monocoque in a particular way we could get enormous downforce. It was so dramatic we decided to keep it a secret until 1983, and when the new car raced before the end of the season we used a conventionally shaped monocoque. Then the FIA ruled that for '83 all cars would be flat-bottomed, and our advantage disappeared.

"But we had a careful look at the new rules, and interpreted them in a different way to everyone else. We had an enormous underwing at the front with the radiators housed in it, and a huge wing forward of the rear axle line, and we had heaps more downforce than anyone else. In early testing at Rio we were fastest, and Derek qualified fifth for the race, and sixth at Long Beach. But the TG183B was massively sensitive, and difficult to set up for each circuit. Finally at Zandvoort in August Derek scored Toleman's first points with fourth place. At Brands Derek and Bruno Giacomelli were both in the points, and then Derek was fourth again at Kyalami."

> "The TG181 was a triumph of ambition over common sense"

For 1984 Warwick went to Renault, Giacomelli was dropped – and, amazingly, Alex Hawkridge was able to sign the new sensation of the lower formulae, Ayrton Senna. "I was surprised we got him, but F1 team principals were more risk-averse in those days. From the start, Ayrton's perception of what was going on, and his ability to recall it accurately, was amazing. Remember we had very little data acquisition in those days, some very crude stuff in testing but none at all during races. The drivers would tell us what the water temperature was, and what the revs were so we could get the gear ratios more or less right, and that was about it. When I asked Derek for his revs in one corner he said, 'I can't tell you. I'm too busy there.' Ayrton remembered the exact revs on every corner. He had a mental capacity way above what he needed just to drive the car.

"In Dallas that year he touched a wall and broke a wheel. During the debrief he said: 'I can't make out how I hit that wall. The wall must have moved.' With any other driver you'd say, 'Don't be bloody ridiculous.' But he was so troubled by it that we went and looked at the wall. Tyre marks showed that somebody had crashed into one end of one of the huge concrete blocks and pivoted it a little bit. He'd been placing his car a few millimetres from that wall, and when the edge had moved a fraction he hit it. I thought then that this guy was beyond anything I'd ever experienced before.

"There were some aspects of him in those early days that still needed improvement. He didn't have much of a sense of humour – although later on Gerhard Berger, who became his soul-mate at McLaren, showed that wasn't true. And at first he wasn't very fit. In South Africa he fainted at the end of the race, and we had to pull him out of the car. But he wouldn't accept that he had to do something about that, because in the beginning he wasn't very self-critical. But, God, as a driver he was fantastic. I just hoped we could produce a car that was worthy of him.

"And at Monaco we did. Ron Dennis had only agreed that we could switch to Michelins if we didn't get the latest-spec rubber. But at Monaco it was wet, and there was only one spec of wet Michelin, so we were on a level playing field. And in the conditions Ayrton's ability, his incredible way of driving a turbo car, his unbelievable throttle control, all came together – although, as with most legends, it does get better with time: people tend to forget that, while he was catching Prost when the race was stopped, Stefan Bellof was catching him.

"The only other time we had the right tyres was at Estoril. It was Michelin's last race, and they told Ron to stick it. Ayrton qualified third, and finished third. By that time, of course,

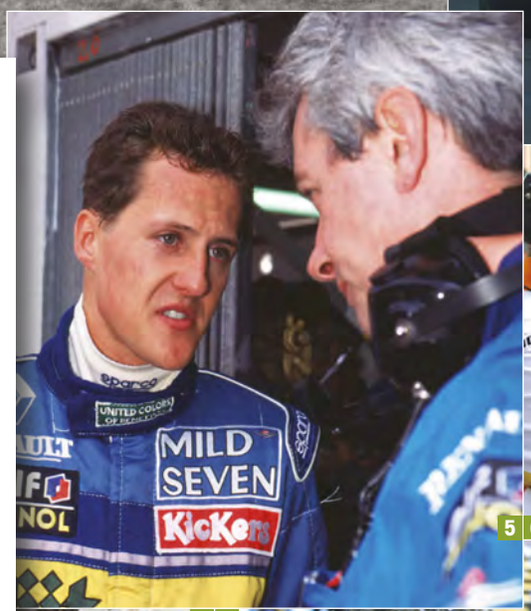






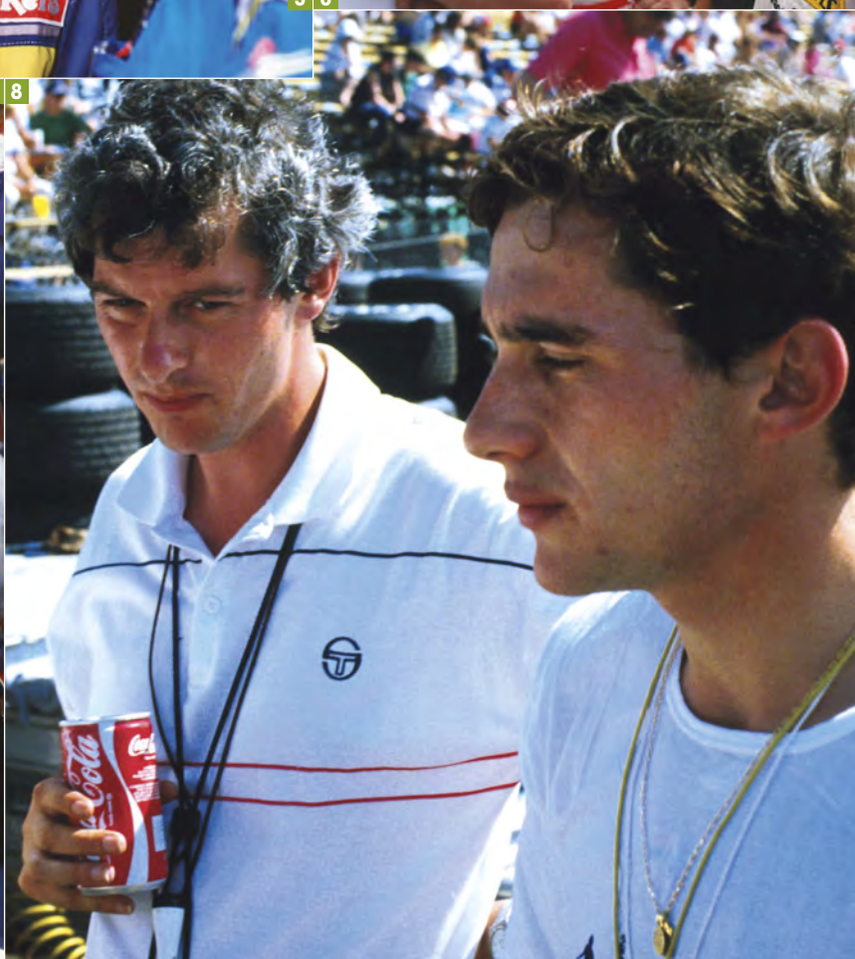


[1] Symonds designed the successful Hawke DL19 Formula Ford [2] The relationship with Flavio Briatore ended in acrimony [3] 1993 active suspension Benetton is a personal favourite [4] Symonds works away from the races for Marussia [5] Schumacher's polish and professionalism impressed [6] 2009 would be last Renault year for Symonds and Alonso [7] Toleman gave Senna his F1 break in 1984 [8] Young Ayrton Senna "wasn't very self-critical"









Sutton & LAT

he'd signed for Lotus. Alex was very affronted when Ayrton announced his departure at Zandvoort, before the date by which we had to take up options, and without giving us the chance to talk to sponsors and staff. As a punishment Alex suspended Ayrton for Monza, which was cutting off his nose to spite his face, because the Toleman would have been good there. When we got to the next race I expected Ayrton to be bitter, but he wasn't. He was so intelligent, and he'd decided he could have handled it better. The result wouldn't have been any different, because he was an ambitious man moving towards his life goals. But he apologised to me. I don't know if he did to Alex."

Toleman's 1985 season started badly, with no tyre contract, and then a saviour arrived: the Italian clothing firm Benetton agreed to buy the team outright. "That year's car, the TG185, was beautiful, and so easy to set up. Rory designed it, I was doing the aerodynamics, and we were beginning to understand all that. I was also doing R&D, and was engineer on Teo Fabi's car. Teo was a lovely guy, but an enigma. His ability to drive a car through a quick corner was second to none, which is why he was so good in Indycars. And he was intelligent. Sometimes he'd out-think himself, and he wasn't terribly good in traffic if he got flustered. But I enjoyed working with him, and I had real respect for him.

"By the end of 1985 we knew we couldn't go any further with the Hart engine, and switched to the turbo BMW. And Gerhard Berger joined us alongside Teo. I absolutely loved Gerhard. He never took life too seriously, but he didn't mess around either. He was stunningly quick, but it was a little bit when he wanted to be. He didn't always come up with 110 per cent on every lap. Our engines were done by Heini Mader and ran vertically, unlike Paul Rosche's lay-down works engines in the Brabhams. BMW supplied a chip for qualifying and a chip for racing, but with my new-found interest in electronics I thought, 'sod that, we'll race with the qualifying chip and I'll write a new chip for qualifying.' We never measured the horsepower because it was way too high for any dyno, so we'd plot the power at different boosts and extrapolate. Our first target was to get a megawatt, which I think is 1360bhp, and we certainly got over 1300. In races fuel consumption was the limiting factor, and we'd be well below 1000 horsepower. In Mexico Gerhard scored Benetton's first win.

"Then we switched to the Cosworth GB, a gorgeous little V6 turbo. I loved that engine because you could design such a nice car around it. The problem was the engine had been developed around BP fuel, and we had a Mobil contract. Fuels then weren't petrol, they were a chemical mix of benzene, toluene and xylene. We kept detonating pistons, and it wasn't until mid-season that we got it right. Berger had gone to Ferrari, it was Teo and Thierry Boutsen now. For 1988 the rules were 3.5 litres normally aspirated, or turbos with boost reduced to 2.5 bar. Ford were working with Yamaha on a five-valve normally aspirated V8, using three inlet valves, and were very keen we went with that, but in the end the five-valve version never raced.

"In 1988 this larger-than-life character called Flavio Briatore arrived, put in by the Benetton family. He knew nothing about motor racing. In Brazil he came into the Benetton garage with another guy who said, 'Who are these people?' 'Oh,' says Flav, 'They're only engineers.' I thought, 'I'm not going to get on with this bloke.' Actually we did get on reasonably well for a long time – until the final bust-up in 2009."

Benetton's drivers over the next three seasons included Johnny Herbert, Emanuele Pirro, Roberto Moreno, Nelson Piquet and Alessandro Nannini, who was dreadfully injured in a helicopter accident in 1990. "He was on his way to a party Rory and I were having, because we'd decided to leave Benetton. The team seemed to be stuck in a rut. We were finishing third and fourth in the championship, but it wasn't obvious how we could move on from that. Flav seemed to have lost faith in Rory and me, so he decided to get John Barnard in. At first I was supportive of that: maybe it would be the step-change we needed. But John refused to come to Oxfordshire, he reckoned the people in Witney knew nothing, and he said car design had to happen in his base in Godalming. I was working on the active-suspension car which was coming together well in testing. But John didn't understand it, so he didn't like it. Rory and I thought, 'Barnard's here for life now, it's time for us to move on.' We had a council of war with several other Benetton people, and in the end 12 of us left and joined Adrian Reynard. I thought Flavio would go ballistic, but he said, 'Let's part on good terms, because one day we may work together again.' And he was right.

"Rory and I built ourselves a little office in Bicester and a couple of test rigs, and set about



Like the people in the portraits on the pub wall, Symonds has an incredible will to win

designing Adrian's F1 car. But it never got built, because after six months Flav sacked Barnard, and wanted Rory and me back. We said we'd only come if he took all 12 of us, which he did. And Ross Brawn joined as technical director. We inherited John's car, got the cooling and the gearbox sorted out, and had the 1992 car ready by Spain. And now I was engineering the young Michael Schumacher.

"The first time I worked with him was at a test in South Africa. He'd been trained by the Mercedes sports car team, and I loved his professionalism and polish. At once I thought, 'here is a guy I can work with.' He knew nothing about me, but he reckoned he knew how to set up a car. There was a quick corner at Kyalami, and he said, 'The car's good everywhere except it's oversteering there.' He thought we should tackle it aerodynamically, but I said, 'No, we need to increase the rear roll stiffness.' He said, 'That's crazy, that will make it oversteer more.' I said, 'No it won't, because it's touching the rear bump stops.' We increased the rear roll stiffness and the car was immediately better. He said, 'You know what you're talking about.' After that we got on really well.

"Michael has such a bad reputation in the UK, and that all dates back to when his adversary for the title was Damon Hill. In fact he's a lovely guy. He cares about people. If we were having a team get-together at my house he'd come and sit in the kitchen having a beer with the lads. A lot of drivers hardly know the names of the mechanics on their cars. Michael not only knew their names, he knew their wives' names and their children's. He does have a sense of humour: we used to tease him about the German thing, and he took it all in good heart. He is misread by so many people, but he's a totally different person from how he is perceived by the public. I think the world of him.

"Rather like Ayrton, even when he's on the limit he has mental capacity left over for analysis and strategic thinking. In 1992 there was nothing like the instrumentation on the cars that we have now. He wanted to know what his times were over each section of a track, so I bought 10 cheap Timex digital watches and we'd stick one to the steering wheel, and he'd time himself from corner to corner. Nowadays all that's in the electronics. Unlike Ayrton in his early days, he was always tremendously fit: he understood that fitness meant lap time.

"F1 team people live and breathe their work, but that's not always reflected in the driver. Michael always, always put in as much as everybody else, and more. That lifted everyone, so we'd raise our game further. You think, I can't possibly work any harder, and somehow you just find that extra little bit. He was like that in the cockpit. He'd get to the point where it was as fast as the car would go, and then if he needed a bit more he'd find it from somewhere. We'd work as hard as possible through Friday and Saturday to get the car as good as we possibly could, and by the time we got to the warm-up on Sunday he'd say, 'right, this is the car I'm going to race, it's not perfect, but now I'm going to find what more I can get out of myself,' and he'd spend the warm-up trying different lines, experimenting on each lap.

"One of my favourite cars was the 1993 active Benetton with my four-wheel-steer system – from an engineer's point of view, the ultimate car. We'd started on it at Reynard, and we were going to introduce it for 1994. Then in June '93 the FIA announced that from 1994 all cars would be passive. I wasn't going to throw it all away, so I agreed with Ross we would race it in the last four rounds of 1993: the only car ever to race in F1 with four-wheel steering.

"Riccardo Patrese hated that system; he only liked driving a car that was completely passive and neutral. But Michael felt it was something we could exploit, and he just loved it straight away. It was so sophisticated, it knew where it was on the circuit. As you approached a corner the rear wheels would steer out to help you into the corner, and in the corner it would identify if the car was oversteering or understeering and help correct that. We would programme it from circuit to circuit, and the driver didn't have to input anything, although he had a few switches he could use to trim it. But from 1994 all cars were passive, so there was another avenue that was closed to us.

"Even so, from the start with the 1994 car we knew we had something special. But the new Cosworth HB kept breaking cranks. We couldn't get through a day without a failure, and we were getting nowhere. We went to the first round in Brazil with a job list as long as your arm, worked from Thursday morning to Sunday evening, and just got a few hours' sleep on Saturday night. The rest of the time we worked solidly. We were almost dead. I don't know how many cranks we broke in practice, but on Saturday night we put in the race engine which had a new type of crank, and in the warm-up we did one installation lap to make sure there were no leaks, and then we parked it. We slumped in the corner of the garage and got 10 minutes' sleep. Then Michael went out and won the race."

"We got 10 minutes' sleep. Then Michael went out and won the race"

He won Round 2 at Aida as well, and then came Imola, and the dreadful impact of Ayrton Senna's death. "The effect on all of us was profound. It sounds terribly callous, but Roland Ratzenberger had been killed on Saturday, that was shocking, and we all said, 'What a dreadful shame', and carried on. But Ayrton's death stopped us all in our tracks. Engineers are quite pragmatic, and the shock soon turned into frustration at some of the knee-jerk reaction of the rule-makers. The FIA had to be seen to be doing something, but there were many unintended consequences which made the cars more difficult to drive. We had to cut back on diffusers and then the dreaded plank came along, which spoiled our beautiful 1994 car. Rather than making things safer, it actually increased the likelihood of having an accident, although when you had that accident you might be going a little slower.

"Two races after Imola came Barcelona, and they put in this peculiar chicane. The teams were up in arms, and several of them boycotted first practice. Flavio, who always wanted to be the centre of attention, turned it into a personal battle with the FIA president. He said, 'You won't be hearing anything more about Max Mosley. Mosley is finished.' He didn't just say it to us, he said it to the world. That's one of those things, even if you think it, you don't say it.

"I don't know if that had any bearing on the ensuing accusations against Benetton about traction control. In our software we'd got rid of all the stuff that was no longer allowed under the new passive rules, but the basics were still there to work the gearbox and so on. When the FIA inspected our software they found the menus were still there for engaging launch control, but if you selected them they didn't do anything. It was obvious, as the FIA inspector conceded, that nothing was being used. Nevertheless we were castigated."

Schumacher was then disqualified from his victory at Spa because the mandatory wooden plank under his car was found to be worn away more than the permitted 1mm tolerance; and he was handed a two-race ban for ignoring the black flag at Silverstone. By the time the teams arrived for the final Grand Prix in Australia Schumacher's lead over Damon Hill was a single point. In the race they collided when Hill went to pass Schumacher after he had clouted the wall. Pat smiles wryly at the memory:

"At the time I supposed Michael didn't have full control of his car because the steering was broken. But in subsequent years there have been other incidents, and you start to wonder. Remember when he suddenly stopped his Ferrari during Monaco qualifying. And the collision with Jacques Villeneuve in the 1997 title decider at Jerez. Michael is as good as he is because he's so competitive. I've sung his praises and will continue to do so, but occasionally

his competitive instincts have got the better of him, and then he doesn't think, he reacts."

After winning the World Championship again in 1995, Schumacher left for Ferrari, and then persuaded Ross Brawn to follow him. Later Rory Byrne went too. By now Pat was Technical Director; the drivers were a returning Gerhard Berger, who scored his last win at Hockenheim, and Jean Alesi. In 2000 the Benetton family sold the team to Renault, and Flavio, after a spell away, returned as team principal. Drivers during this period included Giancarlo Fisichella, Alex Wurz, Jarno Trulli, Jenson Button – and Fernando Alonso.

"Fernando's talent is pretty special. He said some pretty hurtful things about the team from time to time, like we weren't supportive, which to my mind wasn't true. I didn't form a relationship with him like I have with most drivers. But Fernando is very, very bright. He'd sit in debriefs looking bored, and I'd think he's not paying attention, and then he'd ask questions which showed he had followed every detail. Like Ayrton and Michael, he can find something extra from nowhere. Give him a sniff of a win, and suddenly he'll be doing things you didn't think were possible. And in 2005-6 we won the drivers' and constructors' championships, back-to-back.



"Now we've got to talk about Singapore 2008. After we'd had a dreadful year in 2007 Alonso came back, and our No 2 driver was Nelson Piquet Jr. Fernando was on a huge salary, so the team budget was under stress. We made over 90 people redundant, and I was led to believe – I choose those words carefully – that the team was in serious trouble, and if we didn't pull our finger out Renault wasn't going to carry on and Enstone would close at the end of the year.

"Going to Singapore the car was pretty damn good, and we felt we were in with a good chance. But in Q2 Alonso had a fuel hose problem, and ended up a disastrous 15th on the grid. Before the race it was suggested to me that we could use a stoppage by Nelson to bring out a safety car to help Fernando. Who did the suggestion come from? Nelson Junior himself. He knew he was hanging on to that drive by the skin of his teeth. Possibly he saw this as a way to improve his position in the team. Anyway, he suggested it – which of course is completely contrary to anything he admitted to when the enquiry came a year later.

"My big mistake was, at that point I should have just said, 'don't be silly. No way are we doing that.' But I didn't. Under competitive pressure, I suffered from what we were saying Michael occasionally suffered from – a serious error of judgement in the heat of competition – and instead of rejecting the idea, I shared it with others. I wish I'd never done it. But the pressure was immense. I did honestly think that if we didn't win a race soon there were going to be 500 people out of work. It was gamesmanship that went the wrong side of the rules. But I never expected it to blow up as it did. There are instances in F1 when things as bad, or worse, have gone unpunished."

In the race, Alonso started with a light fuel load, and pitted to refuel on lap 12. On lap 14 Piquet hit the wall at Turn 17, bringing out the safety car. Alonso made up track position on the front-runners, and once everyone else had made their stops Alonso was on his way to victory. At the time conspiracy theories abounded in the paddock, because for Alonso to have started mid-grid with a light fuel load didn't seem to make much sense, and Piquet's accident happening just when it did seemed an extraordinary piece of luck for Alonso. Some of the more perceptive commentators expanded on these theories in print. But then the next race, Japan, took over – and was won fair and square by Alonso. Singapore was all forgotten.

Until August the following year. Piquet's pace during 2009 had not impressed Briatore, and after his 12th place in Hungary he was replaced by Romain Grosjean. In the acrimony following his dismissal, Piquet told a Brazilian radio reporter that he had been instructed to crash in Singapore by Flavio Briatore and Pat Symonds. The FIA launched an investigation: Briatore issued an instant denial, and instigated legal proceedings against Piquet.

"When I was at school I learned two big lessons. One, if you do something wrong and you get caught, you say, 'yes, that was me', and you take your punishment. Two, you don't welsh on your friends. So I immediately declared my involvement in Piquet's crash, but – even though Max Mosley tried very hard to persuade me to do so – I didn't finger anyone else. Suddenly I was on my own." Days before the FIA held their investigation, Pat resigned from Renault F1; so did Flavio Briatore, although he continued to declare his innocence. The FIA banned Pat from all FIA-sanctioned motor sport for five years, and banned Briatore for life. Renault was disqualified from F1, suspended for two years. Piquet escaped punishment, in return for co-operating with the investigation. Alonso was exonerated.

"The five-year ban was a big shock to me. It's no secret that engineers and senior personnel in F1 earn quite a lot of money, so the financial penalty was enormous." Then Briatore took the FIA's decision to the French courts, claiming £1.2 million damages. The court decided that the bans were not legal, but only awarded Briatore £12,000 damages, which must have been much less than his costs of going to court.

Instead, Pat agreed with the FIA that his ban should only operate until the end of the 2012 season, reducing it to just over three years, and that he could in the interim work as a consultant. "All my friends and ex-colleagues in F1 were hugely sympathetic and supportive, but at first it was very hard. I did some public speaking, talking to companies about team-work and innovation, and some consultancy on engines and aerodynamics for one of the big road-car manufacturers. And I wrote for specialist motor racing magazines, which I really enjoyed. Flavio remains banned from taking any operational role in motor sport, although he can still attend races – as can I. I've never asked Bernie for a pass, but I've gone to the British GP as a spectator and stood in the crowd, because I like racing.

"Then at the start of 2011 Marussia asked me for advice. Having gone to Paris and got FIA president Jean Todt's approval to do so, I made a set of recommendations to Marussia, including a proposal for their 2013 car. Then they said, 'now come and do it' – within an enormously telescoped schedule. So it became an in-depth role. I can't go to the races, but I connect onto a computer at the circuit and speak to the engineers each evening. But I don't input anything, because that might be against the spirit of my agreement with the FIA. Next year I can go to races, and I've had offers already from several teams.

"I've worked really hard through my career. Then I made a mistake, a big mistake, and it's almost as though that negated all I've done. I've been involved in seven World Championships, and I'm proud of them all. But what I'm more proud of – and why it hurt me so much to have to leave Enstone – is that in 1981 I joined a little team as employee No 20, and by the time I had to leave it was over 550 people.

"But to me, future goals and ambitions are far more important than memories. And next year the shackles come off. I'll be back."

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WHEN: **Tuesday October 2, 2012**
TIME: **6.30pm – 10.30pm**
WHERE: **The Bluebird restaurant, Chelsea, London**

Racing driver, team owner, car collector, historic series promoter… Zak Brown loves his motor sport. But it's as a sponsor gatherer for Formula 1 where his real influence lies. We track him down after his dream test day, and ask the big question: is this man the next Bernie?

BY DAMIEN SMITH

"I'm a car guy"

Zak Brown just loves talking about racing cars. But not as much as he loves buying and driving them. He's just returned from a trip to Paul Ricard where he drove four Grand Prix cars from four decades, and is itching to tell us about it. He's also talking us through his growing collection, from his first purchase – ex-Mark Donohue Can-Am Lola Sunoco Special – to the Rick Mears Penske, the Matt Kenseth Cup car, the Mario Andretti Formula 5000, the Dyson IMSA Porsche 962, the Formula 1 cars you see here… and on to the ones he wants next: a Räikkönen or Alonso Ferrari, a Le Mans racer with genuine history (a Porsche 935, perhaps) and something suitable for the Goodwood Revival.



Greg Pajo


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SANYO
Marlboro
Ayrton Senna
John Player Special
12
AVON
GOODYEAR

"What can I say? I'm a car guy," he grins. We don't doubt it. But in the future he could be much more than that. The question we're asking ourselves is just how high this American might rise in the motor racing world.

Brown has the means to enjoy himself, but he's earned it the hard way from the ground up and continues to do so as the workaholic founder and CEO of Just Marketing International (now simply JMI), an advertising agency that is dedicated solely to motor sport. If you haven't heard of it, you'll recognise the brands it represents and where: in Formula 1 it has placed Johnnie Walker, LG, UBS, Unilever, UPS and more; In rallying there's Castrol on the factory Fords; in NASCAR there's Subway, Crown Royal and others; and in Indycar Roger Penske has Verizon on the side of his cars where Marlboro used to be. All of them deals sealed by Zak Brown's company.

The dazzling success of JMI has allowed this anglophile (who looks like Ray Winstone's younger brother) to create his own GT and historics team, United Autosports, run by his old friend Richard Dean. This summer, Zak's raced a GT3 McLaren around Europe, and has competed in the Le Mans Group C support and in the Grand Prix de Monaco Historique, while attending GPs in his 'day job' capacity. He also remains a partner in Bobby Rahal's Legends of Motorsport 'vintage' race meetings in the States. Impressive for a guy who came to Britain in the early 1990s as a penniless wannabe, found himself sleeping on Dean's sister's floor and scraped a drive in the relative backwater of Formula 3 Class B.

When the racing career stalled, Brown point-blank refused to go home and instead went into the sponsor business.

Since then, he's done quite well.

Money is power, and within the past decade the dollars that Zak has brought into racing have made him a man of considerable influence. He counts the likes of Ron Dennis and Roger Penske as friends, and crucially he has the ear of Bernie Ecclestone – to the extent where some suggest he could become F1's new chief when they carry out the current 81-year-old incumbent from his last day in the office – whenever that may be.

Really? The new Bernie? Unsurprisingly, it's a prospect this arch salesman isn't exactly coy about discussing. But Ecclestone can't live forever and someone will have to be the frontman when the inevitable day comes. A guy with a big business reputation who knows how to strike a deal, and understands the sport from the perspective of a fan (he is, genuinely), as a driver and a team owner would fit the bill. But Brown admits to some reservations.

"I would strongly consider it," he says. "I've thought a lot about it. Who wouldn't love to do it? Where I would struggle is that it would require me giving up everything else. My racing, my independence. So even though it's the dream job, I'm not sure I'm prepared to give up my life for a single job. That being said, if I was presented with the chance it would really force me to think.

"Right now, a lot of people have made comments and assumptions, you hear a lot of stuff – and someone's got to do it. It's extremely flattering to be considered in a group of potential [candidates]. But who knows whether I'll ever be presented with the opportunity?"



See the UBS logo on the lights gantry? That's one of Zak Brown's sponsor deals

His relationship with Ecclestone suggests he has moved within the inner circle of F1's powerbrokers. "Bernie and I get on really well," he says. "I probably talk to him five times a week, and have lunch or dinner with him once or twice a month. I like watching him operate. He is unbelievable. He has no time for fools and he does like the blue-collar workers, so to speak. I've never asked him of course, but I assume he wouldn't be going to dinner with me if he didn't have a certain degree of respect for what I've done. And he knows I work hard because I bug him a lot."

> "Bernie and I get on really well. I probably talk to him five times a week"

The future ownership of F1's promotional rights will probably dictate who will be offered the big job, when it becomes vacant. Depending on who you speak to, F1 will or will not be floated on the Singapore stock exchange before the end of the year. A couple of months ago, it seemed certain that F1 would go public, only for the estimated $10 billion flotation to be postponed in the face of the sorry state of the markets and the ongoing Eurozone crisis. Sceptics point out that CVC Capital Partners, the private equity bank that holds a majority stake in F1, has already sold some of its shares and recouped its original investment. Given the money CVC continues to take out of the sport, the flotation might never happen at all. But Brown believes it should.

"The reason is if it got sold to someone we don't know they could hurt the sport," he says. "Let's say for example it got sold to a Murdoch and his goal was to put it on pay-per-view only. That wouldn't be good for the sport. The sponsors would not be impressed if the viewership went down.

"Does it go to a billionaire for whom it's a toy, a hobby? What I like about it going public is the management team stays the same, except you beef it up. Now you seen Jean-Marc Huët, the CFO of Unilever, a client of ours, join the board this year. What's happening is you have the same management team but it's getting built out deeper and wider. The likes of Peter Brabeck from Nestlé [who was appointed chairman of F1 in a meeting in Monaco this year], these are smart people.

"While CVC will retain a good chunk of ownership, they're a private equity group so they need liquidity on their investment for their partners. A float is the safest way, the most predictable way, and the best thing the sport could do. I certainly don't see a downside."

So how would the sport change if a man such as Zak Brown became the new chief? In some key areas, perhaps not a great deal. On the controversy of whether the Bahrain GP should have happened or not, he is conservative: "I think the sponsors did the right thing which was to let the sport make the decision." He agrees with Ecclestone too, on race promotion fees: "As long as governments support F1 because they think it brings enough value in places like Singapore and India, the current model will continue."

And he wouldn't want to add too many races to an already packed calendar, either: "If you have the right market, would 21 hurt? No. But I do think the number of races in NASCAR has hurt it. There's too much of it.

"I certainly don't think we need two races in Spain, given Spain's economic condition. While some would say we don't need the market of

Belgium, it's such a historic track no one wants to see that go. But if you could get the Long Beach GP and that was the 21st race I'd say 'yeah, let's do 21'."

Ah, America. Here, there would be a focus for change. The new race in Austin and another in New York wouldn't be enough for Brown: "There's a lot of talk about a third race on the West Coast," he says. "I'm an advocate of F1 buying the Long Beach GP. I think I can help facilitate that because I know the owner of Long Beach. I've had those conversations. F1 has an inflow of cash and needs to figure out where it can make some investments, and you can make a big argument that Long Beach would be a good investment. It's got so much heritage. One race certainly isn't enough. The American audience has a short attention span, so I don't think three is too many, to keep the awareness high on a 12-month basis."

Further change would come, predictably from a man with Brown's background, in the commercial arena. Many believe Ecclestone's conservatism, particularly surrounding new media and digital platforms, is holding the sport back. While Brown would never criticise Bernie publicly, what he says next suggests that he might agree.

"By going public, it's going to put even more financial pressure on the sport from the shareholders' standpoint, which will force them to look at new ways to monetise the sport, which is where I come in.

"I think there are opportunities being left off the table. There's a whole 'experiential' marketing side of the sport that can be improved. The digital side, of course, everyone is talking about. Licensed merchandise isn't where it needs to be. All those things are touching points for the consumers, and the more consumers that spend more money, the better for everyone. It's a win-win."

All a case of 'what if', of course. Bernie Ecclestone could live and run F1 for another 15 years – and perhaps that would suit Zak Brown down to the ground. He's enjoying his motor racing right now and is happy with "more of the same" when it comes to his sponsor-gathering ambitions.

"I've just turned 40, going on 65…" he smiles. "So when I think about my next years, I'm thinking about driving some sports cars, maybe doing Le Mans. There's another couple of chapters left in the book, and the chapter that covers the next 10 years will be more of the same. That'll get me to 50. I should still be alive and kicking then, with a lot of runway still ahead of me.

"Maybe I should aspire to be the Bernie after the 'next' Bernie – when I am 60. Bernie's a workaholic, at 81. He's stated many times 'my last day of work, you're going to carry me out'. That's me, too." Yes, it could be. Couldn't it?

INSIGHT

THE PERFECT BUSMAN'S HOLIDAY

If you spend your working hours immersed in racing, what do you do for a break? Drive racing cars!

EARLIER THIS YEAR, ZAK BROWN ENJOYED A PRIVILEGED once-in-a-lifetime chance to drive four Grand Prix cars from four decades. As a true enthusiast, he revelled in the experience – and even tried to switch off from business for the day (but probably not his phone…). As Brown admits, he's not exactly the best shape for a single-seater driver. But the feedback of an experienced amateur offers some fascinating insight into the changes F1 has gone through over the years, from a pure driving perspective. His thoughts on the last car he drove are particularly illuminating.



1977
McLAREN-FORD M26

BOTH JOCHEN MASS AND PATRICK TAMBAY RACED THIS CAR, BUT THE reason Zak bought it was because of its World Champion pedigree. Chassis M26/3 won the 1977 Japanese GP in the hands of James Hunt.

The reigning World Champion also scored a podium in this car in France, while Mass drove it to third place in Canada. Gordon Coppuck's design couldn't live up to the success of the preceding M23, but it would be the last McLaren winner until John Barnard's carbon-composite MP4/1 heralded a new direction in 1981. Brown bought this M26 direct from Ron Dennis.

ZAK BROWN: "This was a lot of fun to drive. It doesn't have the power of the other cars, so you can really chuck it around. But of the four I drove that day, the M26 is probably the most physically demanding to drive. It's got the heaviest steering and the gearbox is a little bit difficult. Every change, you wonder 'will I get it right?' It would be the hardest to do an hour and a half in, physically. The gear lever will chew your hand up and it was certainly the rawest of the four."



1986
LOTUS-RENAULT 98T

IN THE HEART OF THE TURBO ERA, AYRTON SENNA drove this car to fourth place in the 1986 World Championship. Chassis 98T/3 won the Spanish Grand Prix in Jerez in the great Brazilian's hands, famously beating Nigel Mansell to the line by just a nose, and he also claimed the US GP in Detroit. Five pole positions confirmed to the world Senna's incredible speed in the heat of qualifying, and he also claimed podium finishes in Brazil, Monaco and Belgium.

This Lotus is the most successful of Senna's cars to exist in a private collection.

ZAK BROWN: "It's staggering to drive. The turbo is violently aggressive. I've got a Porsche 962 which is quite nice to drive in regards to the turbo. But this thing… it just keeps pulling and it doesn't have much turbo lag, either. And we were only running it to 850-900 horsepower at Paul Ricard, not the 1300 it potentially has.

"It was awesome sitting there thinking 'Senna's won races in this car'. It's got his belts, his steering wheel – it's very original. To drive it was nostalgic for me because Senna's my hero, as he is for many."

Brown contemplates the cockpit where his hero sat to win two Grands Prix

NELSON PIQUET SIGNED OFF HIS F1 CAREER IN THIS CAR in Adelaide at the end of 1991, then Martin Brundle made his Benetton debut in it in South Africa at the start of the following season.

But it's because chassis 06 is a Michael Schumacher car that Brown bought this Benetton. In his first full season in F1, Schumacher scored podiums in the Mexican and Brazilian GPs, before switching to the new B192 for the start of the European season.

Benetton's star designer, John Barnard, originally intended the B191 to run a version of the paddle-shift semi-automatic gearbox he'd pioneered at Ferrari. But the team struggled to integrate the software and electronics, forcing the Englishman to revert to a normal manual gearshift. It would be the last Barnard design to feature a gear lever.

ZAK BROWN: "I'm not comfortable in this car at all, because that was the peak of the attitude among designers that if the driver fits that's just an added bonus. The steering wheel hit my legs and I was pressed up against the gearshift. But it is unbelievable on the brakes and is the hardest of the four cars to drive. It's the most aggressive, and as it's the last of the traditional gearbox cars you've still got to get your heel-and-toe right – and the footbox is small. The Ford V8 has got tons of torque and the car is super-light. It's a blast to drive – I always thought Benettons were cool."

1991/92
BENETTON-FORD B191B



2010
RENAULT R30

HAVING SAMPLED GRAND PRIX CARS FROM THE 1970s, '80s and '90s, Brown ended his day by bringing his F1 experience up to date, in this ex-Robert Kubica chassis from 2010. The test was a 'thank you' from Lotus F1 boss Gerard Lopez and team principal Eric Boullier for Brown's work in landing a major sponsorship deal with consumer goods giant Unilever.

In 2010, this car was a Renault. Now, as the team has changed hands, it's a Lotus… For Kubica, it might well be his final F1 car following the rallying accident that appears to have ended a Grand Prix career that promised great things.



Most recent car of quartet is fearsomely complex – and in consequence easiest to drive

ZAK BROWN: "The car is extremely comfortable to drive. You don't want to use the word easy because trying to race Kimi Räikkönen or Fernando Alonso in it, I'm positive that's not easy. But from a pure driving experience it's just a beautiful thing. When you sit in the car the steering wheel is very close to you. In the footbox the brake pedal is big so you don't need to feel for it. You can't go anywhere but on the pedal, and there's a divider down the middle, so you have no choice but to left-foot brake. I don't left-foot brake but within half a lap I was comfortable. I had zero fear.

"The aerodynamics are unbelievable. The car just feels stuck to the ground. Once I got into fourth gear, I could almost feel the car take a set aerodynamically. Really inspiring.

"The brakes, you can hit them as hard as you want, especially at high speed when you have all the grip. And you can't lock them. The gearboxes, they're really automatic, but because of the rules you have to be seen to do it yourself. But there's no kick when you shift up, it's just seamless. There's a beep in your ear when you need to shift, it's hooked up to your radio, so you don't even need to look at the rev limits – you just wait for the beep…

"And when you downshift, how it sounds is just how it feels. In the car it's cool because it's almost like a video game because it's so smooth. The steering wheel has three variable power assists, so you can drive the thing with one hand, whether you're at high speed or low.

"My neck went, as everyone talks about. It doesn't go laterally because your head cannot move, but you feel it forwards and backwards under braking and acceleration. I did eight timed laps and other than my neck I felt I could have done an hour and a half. How these guys drive with these steering wheels is beyond me. There's so much on them. It has things like differential adjustments for (corner) entry, mid and exit. So you could, as these guys do, spend all day tweaking it.

"You can see how the current cars have equalised the field. I can see why all these guys are qualifying right next to each other. Back in the past you had to wrestle these things and I now understand why there were bigger discrepancies in driver talent. Now the car does the work: in 1977, the driver did the work.

"Of the four it would be the easiest to put someone without much experience into it. If I was to take one of my buddies out and put them in a car, this is the one I'd choose."

No.4
Tony Brise helmet and overalls

Just 10 Grand Prix starts, five retirements, a 15th place, three sevenths and a solitary point for sixth in Sweden 1975 – that's the Formula 1 record. And yet those who knew him still claim Tony Brise was a lost world champion. Wearing this helmet and these overalls, the 23-year-old from Dartford in Kent showed the briefest glimpse of massive potential. His death in the air crash that also killed his boss (and pilot) Graham Hill, along with four other members of the Embassy Hill team, left us with yet another story of what might have been – but it's perhaps one of the most poignant. These relics of a career cut far too short rest in a corner of the Donington Grand Prix Collection, faded and yellowing but practically untouched since the last time their owner removed them and changed back into his everyday civvies.



Dom Romney

The Donington Grand Prix Collection is the world's largest museum of Formula 1 cars. It is open seven days a week, 10am to 5pm.
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Private View

A 'You Were There' special

We present rare pictures from the collection of Princess Marianne zu Sayn-Wittgenstein

It was at the early age of nine that the Princess – then still a baroness – received her first camera. Born in Salzburg in 1919 she attended the Blocherer Art school in Munich in 1938 before marrying Ludwig Prince zu Sayn-Wittgenstein-Sayn in 1942 and moving to Castle Sayn near Koblenz, the home of her husband's ancestors. After the war as a weekend enjoyment she began to shoot pictures at racing circuits, first at the Bern GP, then the Mille Miglia, Targa Florio, Spa and the nearby Nürburgring. She soon became 'one of the gang', as pictures by Karl Kling's door or of Felice Bonetto smoking a cigarette reveal.

After the tragic and premature death of her husband in 1962 she was faced with raising five children on her own, and decided to move back to her summer home at Lake Fuschl near Salzburg and start a career as a professional photographer. She quickly got acquainted with the famous, rich and important. Niki Lauda, Gunter Sachs, Sean Connery and Graham Hill – with whom she went skiing – were among her best friends, while Prince Charles and Margaret Thatcher attended the famous parties which she used to organise during the annual Salzburg Festival.



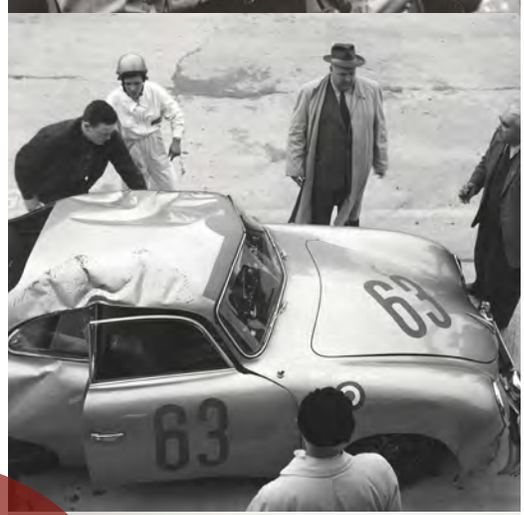
Since famous people felt comfortable in her presence, she captured them in unstrained and even comical situations, such as Maria Callas snorkelling with her poodles, or Aristotle Onassis trying to repair his beach car. She also gained applause for portraits of Dali and Warhol.

In the 1970s this *grande dame* slowly retired from the racing scene – with one exception. In 1998 she was asked by BMW to cover the Le Mans 24 hours. So at the age of 78 Marianne acquired press credentials – and did a fabulous job. *Thomas Imhof*

Thanks to the Rheingalerie Bonn for permission to use these pictures









Marianne began to learn her art in the 1950s at nearby circuits, when she made friends with the drivers. From top: Le Mans start at the Nürburgring; Stirling Moss, caught in 1953 when he was merely a rising star; Mercedes chief Alfred Neubauer inspects damaged Porsche; four abreast on the front row of 1953 Eifelrennen







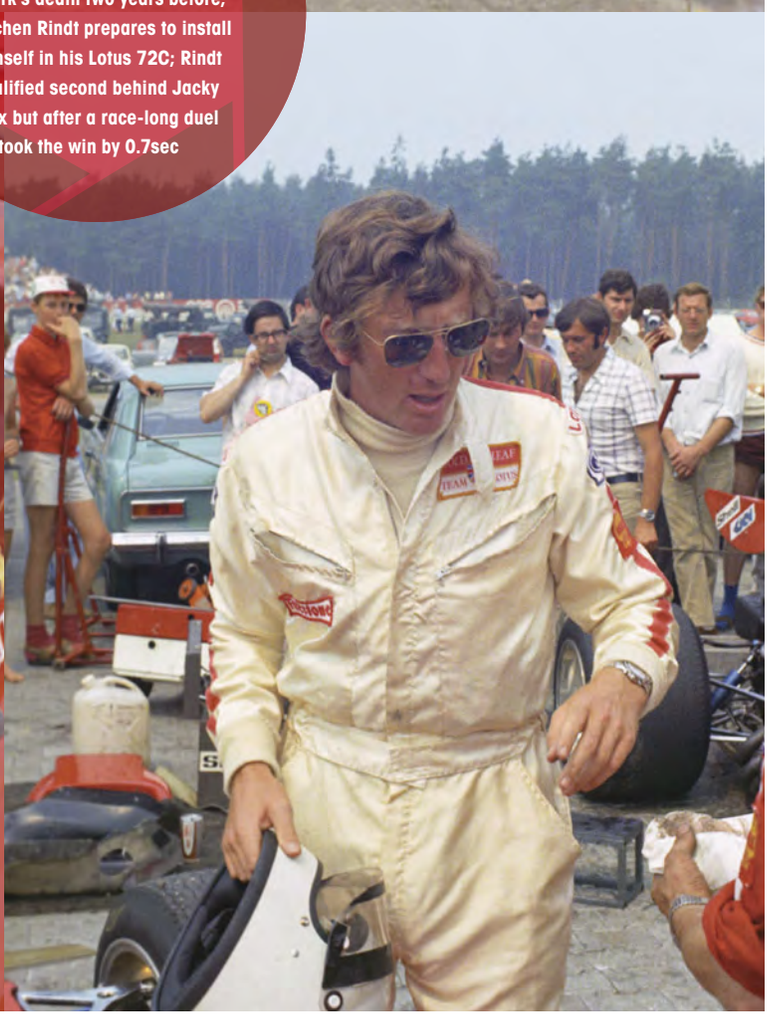




Clockwise from top right: Iso Bizzarrini and GTO at start of '65 Nürburgring 1000Kms; McLaren prepares to swap with Phil Hill in same race; Graham Hill and Jim Clark at '67 French GP; Hill with Chapman at same event; Targa Florio '67 – skier and racer Jean-Claude Killy (l) with racing photographer Bernard Cahier







Clockwise from top: Hockenheim grandstands and grid are crammed for 1970 German GP, switched here following improvements after Clark's death two years before; Jochen Rindt prepares to install himself in his Lotus 72C; Rindt qualified second behind Jacky Ickx but after a race-long duel he took the win by 0.7sec







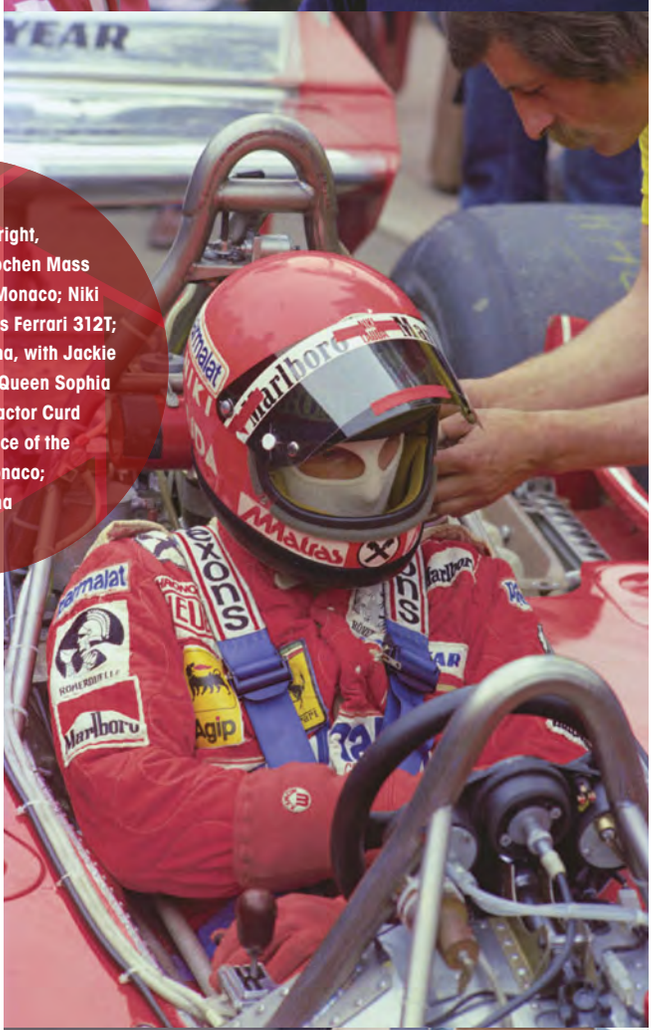


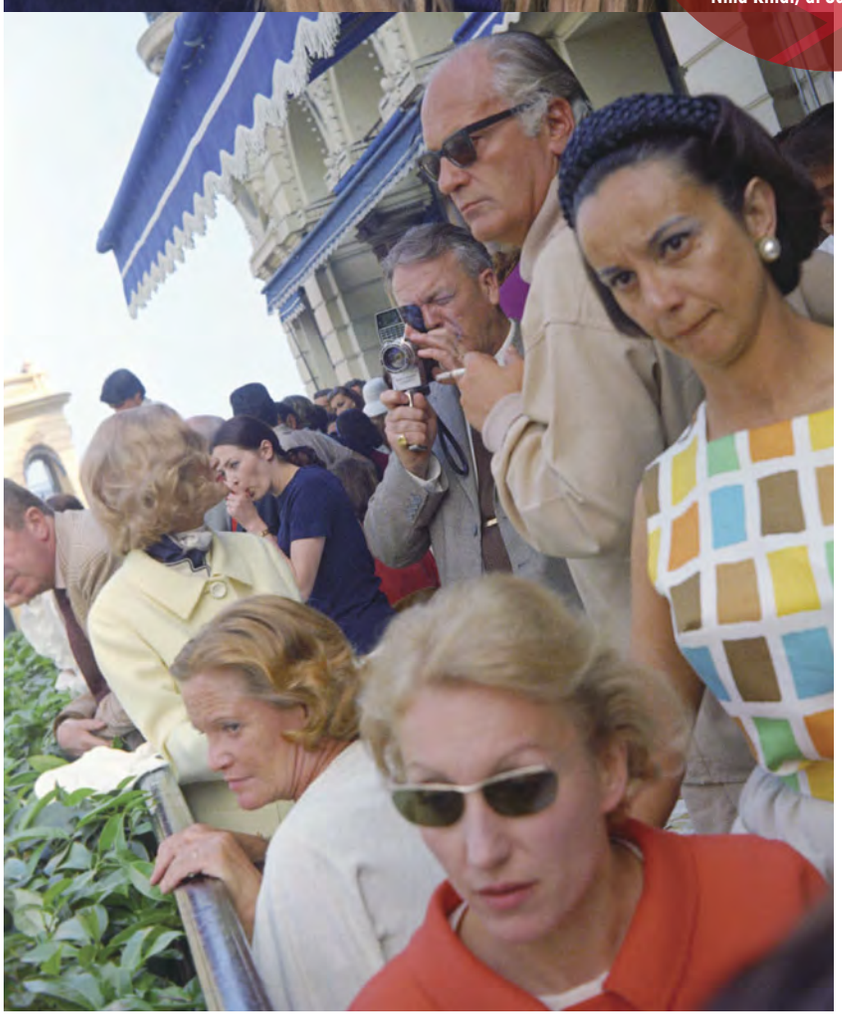


Clockwise from top right: Jean Behra and Porsche 718 RSK at the 'Ring in '58; Wolfgang von Trips straps on his helmet in same year. He and Olivier Gendebien would finish third; driver change: Gottfried Köchert takes over his privately-entered Ferrari; Running start in '56; screen clean for Bengt Martenson's Mercedes 300SL











Clockwise from top right, all taken in 1977: Jochen Mass and David Niven in Monaco; Niki Lauda settles into his Ferrari 312T; Hans Stuck at Jarama, with Jackie Stewart behind and Queen Sophia of Spain to the left; actor Curd Jürgens on the terrace of the Hotel de Paris in Monaco; Nina Rindt, at Jarama

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Seppi's bright idea

When Jo Siffert convinced Porsche to take on Can-Am, this day-glo beast was the result. Cue a new lease of life for the great 917

BY GORDON CRUICKSHANK

It can be annoying when somebody muscles in on your patch. Suppose you were, say, a large wealthy country and had set up a race series between you and your neighbour which was going well and providing terrific racing, even if it was a pair of Kiwis who kept winning in cars built in England. But at least they were using home-grown engines. And then some German outfit rolls up and starts soaking up the prize money... This is the tale of how an angry red fireball of a car blazed a trail through Can-Am that would finally burn up the series.

Although Porsche came to dominate Can-Am until in 1974 spiralling costs and an oil crisis snuffed it out, the US-Canadian series was not on the Porsche 'to win' list until Jo 'Seppi' Siffert, tempted by the big money prizes, persuaded the





Siffert's success with the 917/10 triggered a major Porsche attack on Can-Am – and revived the 917

Porsche and VW importers to lean on the factory, citing major sales benefits for the linked marques. As one of Porsche's star drivers, who at Daytona and Sebring in '68 had brought the firm its first major outright sports car victories, the Swiss driver carried considerable weight, and knew American tracks, teams and traditions.

At first a distracting side-order to the 917's main course, Le Mans and the FIA championship, the first Can-Am car, a cut-down spyder, didn't reach America until mid-1969, and against simple Chevrolet V8s bulging with torque the flat-12's 580bhp didn't go far enough. But the stubby 917PA did yield lessons that helped shape the Can-Am car that 1971 would bring.

Why did Porsche then turn its sights across the Atlantic? It wasn't just thanks to Seppi's persuasive powers; there were larger reasons. First, the ambitious firm had finally ticked the biggest box with victory for the 917 at Le Mans in 1970. Second, it was clear that the five-litre sports cars would be outlawed for 1972, at least for the all-important manufacturers' title. The glorious 917, so expensively developed and assembled in numbers that outwitted FIA regulations, was about to be handed its gold watch and pension, and Porsche was not minded to start again with an all-new three-litre to fit the new regulations. Can-Am, though, ran to the more extreme Group 7 rules with no size limits, and could plant the Porsche banner in potentially huge US markets. California here we come – and Ohio, and Wisconsin, and Edmonton...

Porsche set to work assembling a pair of chunky 917 spyders with chisel noses, closely cowled cockpit and cutaway tail. One of these, 001, would stay in Germany for development; 002, our subject for today, was destined for Siffert and the US-Canadian challenge. Not that Siffert was chasing it at first. Willi Kauhsen, then Porsche's test driver, laughs about it now: "Seppi said the PA was fast enough, but I made him come to Weissach and try the 917/10. After a few laps he said 'Holy shit! I need this car now!'"

But where the fabulous air-cooled flat-12 had been the envy of European grids, it would struggle in the US. Beside Chevrolet's beefy quarterback of a V8 it was a fly-half, a well-bred sportsman from a very different ballgame. Experiments with a flat-16 had previously offered marginal benefits, whereas turbocharging the 12 looked promising but needed time to develop, so for 1971 Siffert, running his own team with factory support, would have to

make the best of an unblown 5-litre (up 500cc from the original) with every tweak Zuffenhausen could contrive. It propelled a square-edged wedge reminiscent of the compact 908/03 *bergspyder* but widened to fit larger tyres and fuel tanks ready for the even thirstier turbo, and flying a perky pair of fins aimed at stopping air falling off the rear deck and throwing away downforce. Usefully, Porsche had something of a warm-up: the Interserie championship also ran to Gp7 regs and the first rounds came before Can-Am's summer start, so privateers such as eventual winner Leo Kinnunen could bring feedback on their open-topped machines.

With its alloy tubing braced by aluminium sheet the new Can-Am spyder was stiffer and lighter than the coupé, and arrived at Watkins Glen with a 630bhp sprint engine and some magnesium alloy components to stretch that power-weight ratio. Before the race its stark white turned into the eye-poking dayglo red of sponsor STP; it might be giving away 80-100 horses to the mango-coloured McLarens, but at least it could visually outshine them. In the event the swift Swiss took the new machine to a promising third. They'd already missed three rounds so the title was not in the frame, but with Porsche's famed reliability at their backs Siffert and his small team might just shoot a few holes through McLaren's results sheet. Two successive second places at Mid-Ohio and Elkhart Lake boosted Siffert's hopes, but even the 30 extra horsepower of an enlarged 5.4-litre engine was trampled on by Chevy's latest 740bhp 8.3-litre lump. The power gap stayed the same, but the results gap widened to fifths and fourths when Jackie Stewart's Lola and, annoyingly, outsider Ferrari pushed past Siffert. For a tiny non-works team running a brand-new car the results weren't bad, and nor was the income – but 'not bad' has never been the Porsche way. At the new Weissach engineering centre, complete with its own test track, Willi Kauhsen was honing the turbo development car, now with 200 more horsepower.

"Very exciting!" he recalls. "But not hard to handle – this car was built for the turbo. So Seppi decided he would buy a new turbo car, and I would have the old one."

But, before the final Can-Am round of '71, Jo Siffert died at the wheel of a Formula 1 BRM at Brands Hatch.

It was a terrible blow, but Porsche's engineering dial was now at peak revs on Can-Am, and it is well-trodden history that, managed and entered by Roger Penske, Mark Donohue and then George Follmer grabbed six victories and the 1972 Can-Am title with the 900bhp 917/10K. After that the 917/30's 1500 turbo horses fairly steam-rollered the series, until Can-Am was boosted into touch – partly by the expense of chasing Porsche's success.

Siffert's car, meanwhile, went back to Weissach where it was modified for Kauhsen to race in Interserie. Even Seppi's partial season had placed him a posthumous fourth in the Can-Am standings, so it promised a lot against more standard 917s running in the Euro series. Curly-headed and goatee'd Kauhsen was a prolific sports car racer, particularly in Porsches, and would later form his own Formula 1 team. In 1970 he came second with Gerard Larrousse at Le Mans in the psychedelic Martini 917L, so while not quite a factory driver, he was a respected figure. So much so that to look after the new car, Kauhsen's Bosch-sponsored outfit was able to lease a factory mechanic. Now head of Porsche's Rolling Museum and keeping the jewels of the company's history in operation, Klaus Bischof remembers taking on the car.



Siffert's third place on its Watkins Glen debut showed 917/10's promise

LAT

"It did not really start as a 917/10, it was a 917 spyder Siffert had built up," he says. "It did not have the big wing of the later factory cars. But we slowly turned it into a 917/10. Slowly because this was a small-money team."

That big wing was now a vital fit in Can-Am, but it took the Penske team to persuade Weissach engineers that the downforce it produced was crucial, Porsche being used to thinking low-drag before everything. It was matched by a new concave nose with oil-cooler box, which quickly appeared on 002. As a new run of longer, wider and lighter 917/10s took shape ahead of Penske's 1972 US effort, Kauhsen had learned how to handle the turbo's all-or-nothing attitude and knew the power was worth the price. But even he couldn't just whistle one up.

"There was a capacity problem at the factory," says Bischof. "They could only build a few turbo engines, so at first they were only for Penske." Nevertheless, in March Kauhsen took 002 to second at the Nürburgring, and a month later won at Imola. For the Silverstone round he obtained the 5.4-litre engine and qualified fastest, but a tyre blew him off the results. By now turbo power was available to customers, and Kauhsen had the 850bhp unit installed in 002.

"It worked well," says Bischof, "only it needed more servicing. No problems with it, it even ran with our standard cooling."

Kauhsen enjoyed it too. "It was fun, fun, fun – I was driving this car Monday to Friday for work, so a Sunday race was just another day!"

Kauhsen made the podium seven times, battling fast Finn Leo Kinnunen in his similar car right through '72. Finally the Finn triumphed with Willi runner-up following a little adventure during practice back at the 'Ring. "A tyre exploded," recalls Bischof "and tore the tank." Kauhsen flailed off the track, heavily damaging the car which burst into flames. But he quickly recovered from his burns and finished the season in 001, a car he knew intimately.

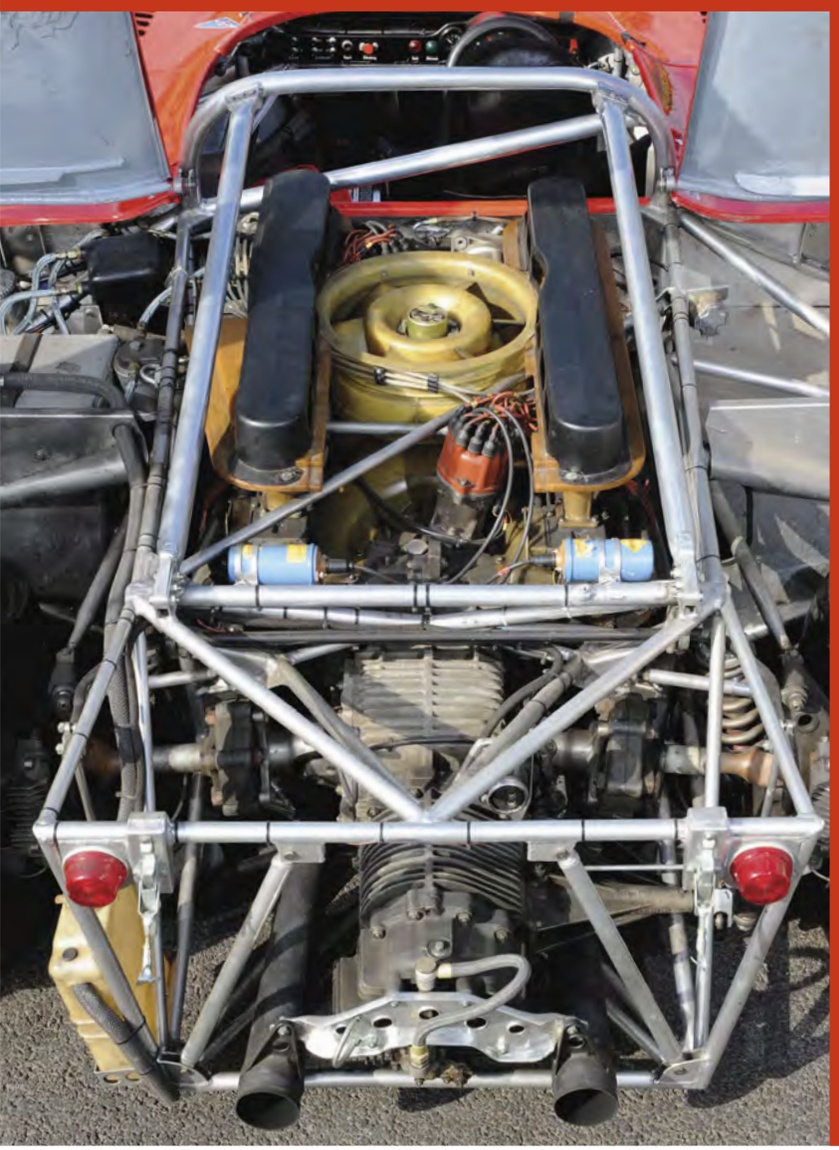
For '73 Kauhsen's team built up a fresh 917/10, but with Kinnunen's pace and later Vic Elford's arrival with the even more gutsy 917/30 that was also sweeping the field clear in Can-Am, Kauhsen was fated not to become Interserie champion. Meanwhile the Siffert car stayed in the workshop. It sat there, just another old racing car, for 26 years. "After my F1 team I was completely out of money," grins Kauhsen, as jovial now as ever. Finally, in 1998, when old racing cars had become rather more interesting and Willi had built a new business, it was pulled out for restoration.

The simple passage of time as well as the impact of accident and fire meant that all of it was suspect to some degree, and in the end a new frame was needed, overseen at Porsche by the same man who was in charge of production in 1971. Corroded hub carriers and suspension units also had to be replaced, with parts made at Porsche to original patterns or copied from the museum's 917/10, and the same applied to the body, reproducing the form in which 002 first hit American shores. It's a case of continuing identity more than original parts, but it means that with its unblown 5-litre and reliable four-speed 'box 002 is once again a raceable car, which Kauhsen has demonstrated at his favourite Nürburgring. If a prospective new owner decides it needs exercise, with that livery other drivers will have no excuse for missing it in their mirrors.

Porsche 917/10-002 will be offered at RM's Monterey auction on August 17-18



Restored to 'Siffert spec' with concave nose and fins, 002 now packs an unblown 5-litre motor









Tim Scott/Fluid Images

The Long Good Friday

To rally people Easter weekend once meant five gruelling days of the Circuit of Ireland. We took multiple winner Jimmy McRae back to explore

BY ANTHONY PEACOCK





Martin Holmes & Eslier Crowford

It was probably the closest that rallying ever came to the 24 Hours of Le Mans – except that it went on for five days, with some of the most fearsome Group B cars ever made snaking through roads barely big enough for a shopping-specification Mini Metro, let alone a Metro 6R4. The Circuit of Ireland was crazier than anything ever scripted in *Father Ted*, with the crews managing just two scant nights of sleep during the long Easter weekend that the rally was traditionally held over.





1980 victory in Chevette HSR was McRae's hardest, after epic battle with Ari Vatanen's Escort

These stages are like nowhere else on earth. Narrow, slippery with manure, and above all, very, very bumpy. The untrammelled country roads that criss-cross the interior of Ireland have largely not been touched since the original asphalt was laid, meaning that they hug the contours of the countryside intimately, with every crease on the landscape mirrored in the narrow ribbon of tar that describes the way ahead. You'd call them farm tracks, and there are thousands of sinuous miles of them all the way over Ireland, far outnumbering the more modern roads.

On such specialised terrain you might expect the local experts to prevail. After all, this was a rally that Markku Alén – first Finn ever to triumph on a World Championship asphalt rally – said was "more difficult than Corsica", while Michèle Mouton described it even more eloquently, shaking her right hand repeatedly at the wrist while repeating "ooh la la", in a quintessentially Gallic expression of shock and awe. Timo Salonen said that he'd rather simply leave it to the locals in future.

The point is, this event was so specialised and complex that not even the asphalt experts of the time could properly get their heads round it. So you'd expect that one of the local heroes (and there were many) would be the King of the Circuit of Ireland.

As it happens though, the most successful driver in the history of the Circuit of Ireland is a Scotsman: Jimmy McRae, seven-time winner, five-time British Rally Champion, father of the unforgettable, sorely missed Colin – who himself contested the Circuit of Ireland in 1989. Now he's back in Ireland to retrace old glories in a rally Porsche 911.

McRae gives it plenty of thought, but even he





Tuthill Porsche 911 was at home on Ireland's twisty roads. 1987 brought "fairy tale" win in stolen Cosworth (left).



really can't figure out the secret of his own success on the Irish stages. "It's just a feeling," he says eventually. "Ever since I was first in Ireland I had a good sense of the roads, but I couldn't be much more precise than that. It was simply always there."

Jimmy has always been extremely modest about his superlative achievements, so perhaps it's not so surprising to hear him say that he thinks he was never the quickest driver there. But ironically that's probably the key to it.

At the time, the Circuit of Ireland took in every corner of the island and about 600 miles of stages. As a result, there were regional specialists everywhere who were unbeatable on their home turf, but not quite as capable of the same pace elsewhere.

"For me it was never about winning every stage as much as keeping up a decent speed everywhere," says McRae. "The thing about the Circuit was that it was a very, very long rally. You always had to look at the bigger picture, and if you had a setback you had to remember that this would inevitably happen to others as well. I suppose one thing I did well was to have a certain degree of mechanical sympathy. That was always important, because you couldn't go mad or you'd damage the car and not finish."

Hence the analogy with the Le Mans 24 Hours. The McRae name is not always associated with driving conservatively, but don't forget that one of Colin's greatest victories was the 1999 Safari – during which he didn't win a single stage.

That rationale came directly from his father's experiences in Ireland. "I would have loved to have done the Safari myself," said Jimmy. "It's the sort of event where I think I might have gone well. I never thought I was particularly good at things like rallysprints; I always loved rallies that you could get your teeth into. And the circuit was probably the best example of that."

The hallmark of the greatest drivers is always the capability to achieve a result against the odds. Jimmy McRae's finest victory on the Circuit of Ireland came in 1987, after he had been promised a drive in a Lancia Delta, at the time the benchmark in world rallying. The Lancia factory in Turin was to supply the car; the RED team based in Widnes, close to Liverpool, was to run it. But from the beginning the Anglo-Italian alliance wasn't working. With just over two weeks to go, it was confirmed that there would be no Delta in Ireland for McRae, with some spurious excuse cited about a lack of parts. But McRae refused to give in, instead picking up the phone to Peter Ashcroft, who was Ford's motor sport supremo.

"I explained the situation to him – I was pretty desperate at the time – and he managed to help us out," recalled McRae. "He said he would source a Sierra Cosworth road car, and the plan was for RED to build that into a rally car, even though time was tight to say the least. The car that Peter got us was actually a Ford executive's everyday company car, which shows how last-minute the whole thing was."

A man was despatched to collect the car from Essex and bring it up to Widnes, but in a disappointing reinforcement of Merseyside's reputation for car crime, the Sierra was stolen in the blink of an eye it took for him to hop out of the car and open the workshop door at journey's end – with the keys left in the ignition…

"It was just one of those unbelievable things," said Jimmy. "It was always going to be touch and go before, but it really did look like it was all over at that point. But then we got a call to say that the police had actually recovered the car. It had been used in a ram raid. The thieves had reversed into a television shop, filled it up with TVs and sped off. Luckily they dumped it in a council estate rather than set fire to it."

The Sierra was looking pretty sorry for itself by the time it returned to the workshop, but at least the felons had saved the mechanics the task of stripping out many of the external and internal fittings.

As well as winning the Circuit of Ireland – a remarkable achievement, given that the first time



Andre Lavadinho & Esler Crawford

McRae had even sat in the car was on the way to the start ramp in Belfast – that Sierra went on to win the British Championship, one of McRae's five domestic titles, making him the most successful driver in the history of the series.

"At the end of the year there were still two or three scrapes on the rear spoiler from where it had reversed through the plate glass window," remembers McRae fondly.

It certainly gives a whole new meaning to the phrase 'drive like you stole it' and D541UVW still exists, in the hands of a collector.

If that was the "fairy tale", as McRae puts it, his toughest battle must undoubtedly be the 1980 Circuit of Ireland, a mesmerising battle between McRae's new Vauxhall Chevette HSR and the Ford Escort of Ari Vatanen. For three full days at the end of the rally the duo were split by only seconds. Vatanen was in front but on the ragged edge, crumpling the front right corner of his Escort against a farm gate – an incident that the spectators who were sitting on the gate at the time are not going to forget in a hurry.

McRae was only competing on his second rally with the latest wide-track evolution of the Chevette, having taken part in a small national rally as a shakedown. The Scot led initially but both he and Vatanen had slight indiscretions (McRae rolled into a field), which put the Finn just ahead. But McRae always had a knack of adapting quickly to new machinery and soon began reeling Vatanen in. Then, on the final night, Vatanen made another mistake, enabling his Scottish rival to chalk up a first victory on the roads he was rapidly making his own. To this day, the 1980 Circuit of Ireland is revered as one of the most epic rallies there has ever been.

The Circuit typically featured 55 special stages and a total length of 1300 miles. The competitors started on Good Friday morning, then drove all the way down to Killarney in the south of the island overnight, completing a full day of rallying when they got there. Only on Saturday night could they get some sleep before completing the 'Sunday run' that had its own classification, taking in legendary stages such as Molls Gap. There was the luxury of another night's sleep on Sunday – "aye, we were spoilt," chuckles McRae – but that was it, as the crews drove back up north during Easter Monday and the following night, going through stages such as Atlantic Drive, before ending up back in Belfast at Tuesday lunchtime.



By the end of it, every competitor was knackered, to put it politely. "But the funny thing is that none of us was especially fit," remembers McRae. "I mean, today's drivers are athletes, with gyms and personal trainers. And we definitely weren't athletes. But the cars back then were in many ways much more physical to drive than the current cars. We had no power steering and fat slick tyres. My son Alister drove one of my old Opel Mantas at a historic event recently and he said to me afterwards, 'just how the hell did you do that for five days?' None of us really questioned it at the time; it was just how rally cars were. The first time I drove a rally car with power steering I didn't even like it: I wanted them to make it softer."

> "My son Alister said 'how the hell did you do that for five days?'"

McRae's fitness regime at the time consisted of "a bit of cycling now and then." He kept a vague eye on what he ate, but would never deprive himself of something he liked and certainly wouldn't know what macrobiotic protein was if it coshed him over the head. Most drivers of the era would probably equate that to Guinness, particularly the locals.

Of all the Irish drivers McRae went up against one name stands out: Bertie Fisher. The Northern Irishman won the Circuit three times and it was impossible to play the law of averages against him: he was quick everywhere. Tellingly, McRae says that he wasn't so concerned about the huge international stars like the Mikkolas and the Aléns – "I knew that if things went OK I'd probably have the beating of them" – but Fisher was always one to watch, no matter what car he was driving. Of the others, there was Billy Coleman: mightily quick in a Porsche 911, similar to the Tuthill car that Jimmy drove on the stages for this feature, and also rapid in a Ford Escort and BMW M3.

A hallmark of the Circuit of Ireland has always been the huge variety of machinery on the (permanently oversubscribed) entry list, which was often due to drivers swapping between cars from year to year in an attempt to find the perfect Circuit weapon: a quest that was ultimately as productive as the search for a unicorn, due to the sheer diversity of the event.

"It's always been a huge compromise," says McRae. "The Sierra, for instance, had plenty of power but it was physically a bit too big for some of the Irish lanes: you'd have two wheels in the grass most of the time. But the most important thing to get right is the suspension: if your car can't handle the bumps, then you're going off."

Which is exactly what happened on McRae's very first attempt at the Circuit in 1976, with a Vauxhall Magnum. Having skipped over a bump in Killarney and landed nose-first in a ditch, it eventually took a crane to fish the car out. McRae describes the event as "a typical Circuit accident".

The attrition rate was always savagely high in Ireland, due to the non-stop mechanical strain that the cars were under as much as the treacherous conditions. Even many of the road sections were tight on time – something that would be unthinkable now – so brakes, clutches, gearboxes and differentials took a hammering even when the car wasn't strictly speaking competing. The first four-wheel-drive systems in particular were notoriously fragile on the Circuit due to the number of bumps, which meant the car would always be landing on one wheel or another first. This sent a huge amount of uneven strain across the entire 4WD transmission, with failure inevitable.

McRae himself could probably have added at least two wins to his total in Ireland had it

not been for mechanical issues, but the biggest missed opportunity was probably the Metro 6R4 – the closest that anything came to the 'perfect' Circuit of Ireland car.

The V6-engined Group B monster may not have used technology that was especially cutting-edge – it was launched around two years too late to make a genuine impression on the world stage – but it was extremely nimble, with decent suspension travel. The four-wheel-drive system also held together well, and McRae led out of the box on the 1986 event, the only year he contested the Circuit in a Metro. But then the problems started. The brand new car was running a dog 'box, which wasn't working properly, so they had to revert to a standard syncromesh unit. Even so, the Scot was still firmly in contention until he clipped a rock in the dark while trying to make up time. That broke a track rod end, which meant that he was unable to continue. Gallingly, his team-mate Dai Llewellyn went on to win.

That was really the story of McRae's whole 1986 season with the Metro. There were moments of incredible speed – he led Hannu Mikkola's Audi Quattro on the Rally of Wales by more than a minute and a half before something broke, and he was on course for yet another British Rally Championship title on the Manx, until the cam belt failed on the final day.

"It was frustrating: I had such a love-hate relationship with that car," said McRae. "It was perfect for Ireland and if we'd had no problems I think we could have won again. That was the one that got away. I absolutely loved driving the Metro: we had some great results in it, but we also had some very big disappointments, with the Circuit that year being one of them. The following year I would have loved to have driven the Lancia in Ireland too; it would have been quite special as a Delta had never been there before, but of course what happened then was another story entirely…"

Just like the inhabitants of all the tiny villages on the rally route – each with its own idyllic pub serving an impeccable pint of the black stuff – this is what the event is all about: stories, hundreds of them, most of which you wouldn't believe, some of which are deliberately embellished by their charismatic narrators. More than just a rally, the Circuit of Ireland is a glorious blast through some of the roads that the urban planners forgot, from an age when health and safety meant nothing more than low-tar cigarettes and four-point harnesses.

Powering through the countryside with the symphonic harmony of a thoroughbred race engine bouncing off the ancient stone walls, and the undisputed master of this rally behind the steering wheel, it's like those days never went away. And the memories certainly never will.



Titanic win: Juho Hänninen tackles Belfast stage on this year's Circuit

INSIGHT

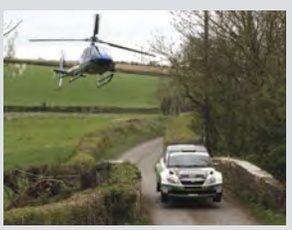
REVIVING A LEGEND

Recapturing the essence of a one-time rally milestone requires some fresh thinking

WHEN EVENT DIRECTOR Bobby Willis took on the job of running the Circuit of Ireland Rally three years ago, he described the task as akin to "waking a sleeping giant".

Having long since lost the kudos factor associated with winning, not to mention the arduous route, the rally bore little resemblance to what it once represented when Willis became boss.

Central to his bid to revive the event was a slot on the Intercontinental Rally Challenge schedule, something Willis achieved at a second attempt for 2012.



The promise of international crews, television coverage on Eurosport and the profile that Willis craved meant the IRC provided the missing ingredient to the master plan, the cost of which he largely underwrote.

Willis has form when it comes to putting on a show having organised Rally Ireland's superspecial stage in the grounds of Stormont Castle back in 2007. Much of that bravado was in evidence in the build-up to this year's Circuit, with Willis determined to think outside the box at every turn.

Rather than attempt to recreate what had been good about the rally in the past – the marathon route and the through-the-night competition, for example – Willis went for a fresh approach to establish a rally for families rather than the diehard enthusiast.

He resisted the temptation of a cross-border route and instead went for a compact schedule around the cathedral city of Armagh, west of Belfast. He also came up with a masterstroke: a stage in the Titanic Quarter in Northern Ireland's capital on that most symbolic of dates, Good Friday. It provided crucial revenue – the only venue where fans could be charged for access – but more importantly it brought the chance to showcase rallying to a new legion of fans.

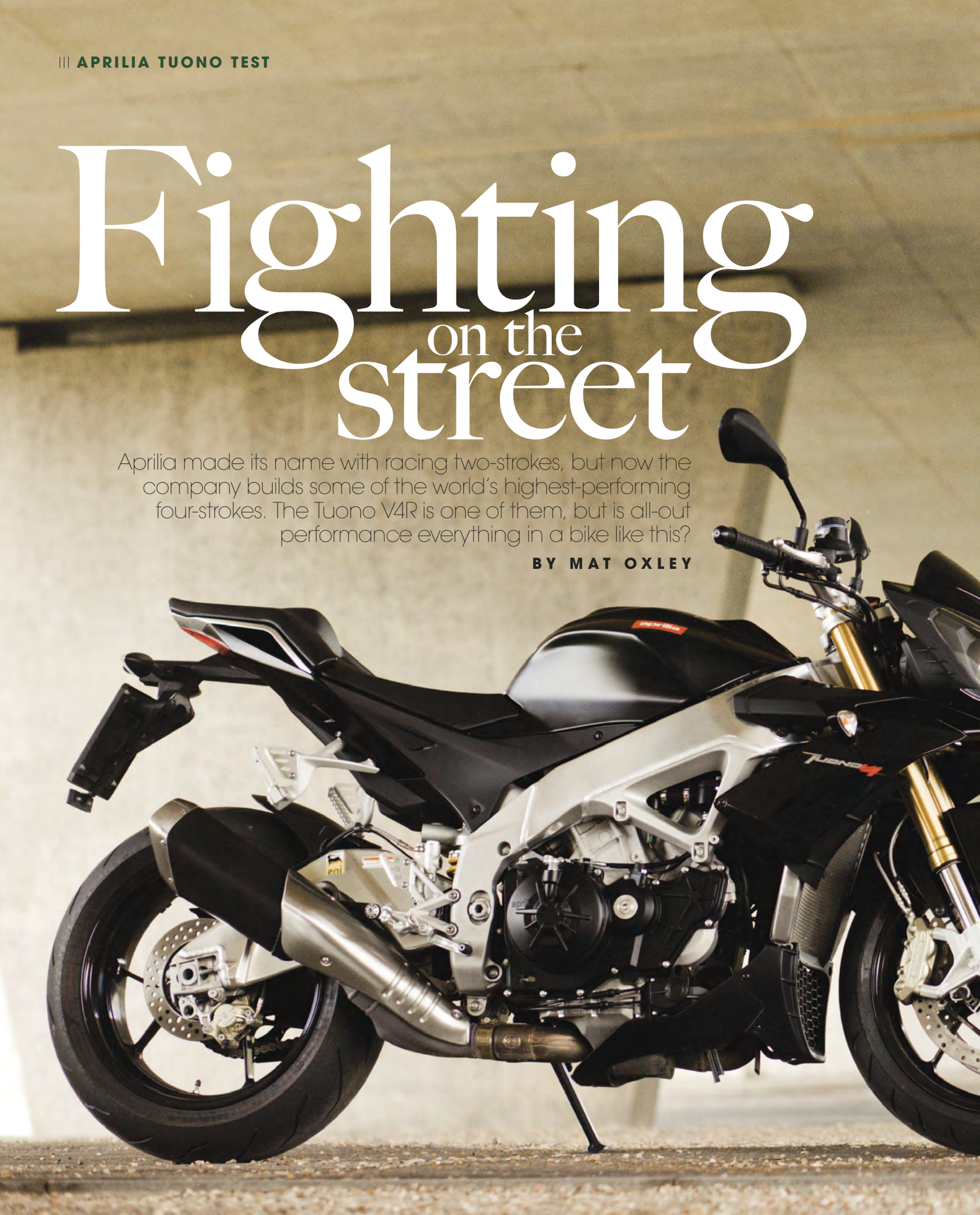
They included the First Minister Peter Robinson, who was given a high-speed ride in IRC champion Andreas Mikkelsen's test car on the Titanic stage prior to the competitive action getting underway. Afterwards Robinson said the event would receive full government support, having been suitably impressed by what he saw.

The battle for victory wasn't bad either, with Mikkelsen and factory Škoda driver Juho Hänninen at loggerheads with four stages to go until Mikkelsen slammed into a hay bale on the Lisburn street stage and had to settle for second, having been briefly concussed.

Fighting on the street

Aprilia made its name with racing two-strokes, but now the company builds some of the world's highest-performing four-strokes. The Tuono V4R is one of them, but is all-out performance everything in a bike like this?

BY MAT OXLEY





FACTFILE

ENGINE: 998cc, liquid-cooled 65 degree V4
TOP SPEED: 168mph
PRICE: £11,599
POWER: 167bhp at 11,000rpm
FRAME: twin beam aluminium, aluminium swingarm
www.uk.aprilia.com

Aprilia's 1000cc V4 is a busy engine. Unleashed in 2009 to power the RSV4 superbike, it was the driving force behind the Italian factory's 2010 World Superbike crown and is looking good to repeat that success this year. The very same V4 is also used in Aprilia's ART MotoGP machine and was chosen by Norton for the legendary marque's low-key return to the Isle of Man TT last June.

The incarnation of the Aprilia V4 which we evaluate here is somewhat different. The Tuono V4R was not designed for the racetrack, it was created for riders who want race-winning horsepower and handling without the self-sacrificial riding style.

The Tuono isn't the first motorcycle like this. Far from it. This kind of machine has its roots in the early 1980s, when hard-up riders unable to fully repair their crashed sports bikes simply tore off the bodywork, fitted straight handlebars and got on with it. Thus was born the cult of the streetfighter, a kind of dystopian, concrete jungle version of the café racer cult that rumbled through Britain in the 1960s. While the café racer was all about the joy of the open road, the streetfighter is all about muscling your way down back roads and causing outrage among the masses.

The manufacturers took a while to wake up to the sales potential of factory-built streetfighters but they got there in the end, proving as always that street fashion can have a dazzling effect on the catwalk.

In fact the Tuono V4R wouldn't look so great on the catwalk, it's more like the muscled, tattooed bouncer you'd find on the door. Stripped of the RSV4's sleek race fairing, it looks brutish and stands naked and unashamed: V4 engine, coolant pipes, cables and the rest all on show. If Richard Rogers were to design a motorcycle, it would probably look like this.

Instead of crouching forward to grab the handlebars, you sit almost bolt upright on the Tuono; up for a fight, as it were. It's a riding position that makes a lot of sense at slower speeds, where the high and wide handlebars allow plenty of steering leverage. But this begs the question: why does a motorcycle that feels best at everyday speeds need a 165 horsepower engine?

Because nothing succeeds like excess, perhaps. And that is why bikes like this exist. Like just about any 1000cc sports bike, the Tuono is too fast for reality, but it is better than a head-down, bum-up superbike at allowing you to exploit its excessive performance in brief little splurges.

Riders of extremely fast motorcycles live for these moments: when the road opens up to reveal a thousand yards of empty asphalt, enough to wind on the throttle, click a couple of gears, feel the adrenaline coursing through your veins, then back off and rejoin the real world. It's the street version of a double-shot espresso.

The Tuono is bone-jarringly quick. Open the throttle in first gear, aim for the red line and you'll feel your neck go click as you strain to hang on. It's the usual sub-three-second 0-60 for a superbike-powered machine, but this kind of behaviour is more fun on the Tuono because the upright riding position lifts the front end more easily and the high handlebars give you much better control of the front wheel as it lifts off the road. If it lifts off the road, that is.



Our top-of-the-range Tuono included the full package of electronic rider aids as fitted to more expensive versions of the RSV4. The software includes eight-level traction control and three-level launch and wheelie control. This system is designed mostly for track use. After all, half the joy of a streetfighter is feeling the front end achieve lift-off as you power out of a corner or accelerate away from the traffic lights; which is why I immediately turned down the wheelie control to minimum.

I've never been into kissing the sky with the front wheel, but there's something very special about feeling the front end lift – just a few inches – as the rear end squats under power. It's a sensation that tells you that you are pushing on, and with the Tuono it's heightened by the V4 engine's baritone roar, so much more aurally pleasing than the grinding mechanical yelp of an inline four. At low revs it sounds rough and racy, just enough to give you a bad reputation around town.

V4 engines don't just sound wonderful, they also work brilliantly in a motorcycle. The configuration has been well used by Aprilia, Honda and Ducati, achieving huge success in all forms of racing, from World Superbike to MotoGP and from endurance to the Isle of Man TT.

During the 1980s and 1990s Honda's V4s – the FWS1000, RVF750, RC30 and RC45 – dominated everywhere but the world's biggest bike brand has inexplicably fallen out of love with the configuration. Its RC213V MotoGP bike – ridden by reigning World Champion Casey Stoner – is a V4 but the superbike that Honda sells to its customers is an inline four.

The beauty of a V4 is in the way it produces power. The RSV4's engine firing sequence is smoother on the crankshaft and creates a friendly spread of torque which is much better at generating traction than the peaky kind of power delivered by most inline fours. You feel that every time you ride the Tuono – the engine might be hugely powerful but it's never intimidating. In fact it does get entertainingly violent on the most extreme engine mapping mode (T for 'track'), but it is perfectly civilised on the S and R modes (for 'sport' and 'road').

When Aprilia designed its V4 the company didn't copy Ducati, which uses a perfectly balanced 90-degree V4 configuration in its troubled MotoGP bike. Instead Aprilia chose a 65-degree vee angle, because they wanted a more compact motorcycle with its mass more centralised. Most people in the MotoGP pitlane now believe that the Ducati's bulky engine is at the heart of its chassis problems. The Aprilia engine is shorter, which allows for a longer swingarm, which can also help find more traction out of corners.

The Tuono's engine isn't identical to the RSV4's. In RSV4 spec the V4 delivers nigh on 170 horsepower and features fancy variable-length intake ducts. In factory World Superbike mode – as raced by Italian Max Biaggi and Irishman Eugene Laverty – it puts out more than 220 horsepower.

This version has been slightly detuned to fit its less frantic role in life, with revised inlet timing and longer inlet trumpets that shift the power further down the rev range, where it can be found more easily. Flywheel mass has also been increased to smoothen engine response at lower revs.

The Tuono is good for very nearly 170mph, but achieving that velocity without getting sucked off the back surely can't be easy. You'd need to be no taller than a mouse to get behind the bike's so-called windscreen, so I didn't even bother going for maximum velocity. By the time you get much beyond 100mph you have a very good understanding of why most motorcycles boasting this kind of performance bend you into a praying mantis, hunched over the handlebars, hiding behind the windscreen. Aboard the Tuono anything much more than 85mph is uncomfortable to sustain for any length of time, such is the windblast against your head and torso.

Which, funnily enough, is precisely why some riders buy bikes like this. Conventional superbikes don't tell lies but they certainly do mislead you. Tucked into a racer's crouch and protected from the howling gale by a windscreen, 80mph can feel more like 50mph and 120mph like 80mph. There are all kinds of dangers in that. Sitting aboard the Tuono you are always fully aware of how fast you are going. The wind blast is like nature's own speed limiter. Anyone with a driving licence already frayed around the edges will appreciate a non-electronic rider aid like that.

Because sustained motorway cruising is a pain in the neck on this motorcycle, you will also find yourself foregoing the tedious convenience of motorways. That's pretty impressive stuff from an inanimate lump of metal and plastic: not only does the Tuono quickly cure you of your excessive desire for high speeds, it also switches your entire life view, taking you down the scenic route, where speeds are less and enjoyment is more.

Despite its aggressive, urban look, the Tuono's natural habitat is twisting A-roads, where the upright riding position provides a much better field of vision than any head-down superbike.



Jason Critchell



"Achieving that velocity without getting sucked off the back surely can't be easy"

Upright riding position and revised chassis geometry separates Tuono from its race siblings

The chassis – chunky aluminium frame and swingarm – is taken straight from the RSV4 superbike. The frame isn't identical, however. Like the engine, it's been detuned. Aprilia has taken the edge off the RSV4's razor-sharp steering by easing the steering geometry by half a degree and adding 25mm more wheelbase. The numerous subtle chassis modifications aim to make the bike more real-world friendly. It's certainly that, with calm, neutral steering and firm handling. A bit too firm, if anything. While they were toning down the chassis geometry, Aprilia might also have got inside the suspension and re-valved the front forks and rear shock for a comfier ride.

And while I'm in the mood for a grumble… The Tuono's electronics are astonishingly good. The launch control, wheelie control and traction control wouldn't have been out of place on a MotoGP bike a few years ago. Indeed, Italian Danilo Petrucci started this year's MotoGP World Championship with stock RSV4 electronics on his privateer Aprilia-powered Ioda machine. The Aprilia system includes two accelerometers to measure lean angle and acceleration/deceleration. It's all wonderful, hi-tech stuff, but the Tuono lacks the most essential rider aid of them all: ABS. There's no excuse for this.

Traction control is all very well, but it's not vital like ABS. If you lose the rear and crash, it's probably your own fault. If you lock the front and crash, it's probably because someone has pulled out in front of you. It's difficult to imagine what convinced Aprilia to let this bike out of the factory without anti-lock braking.

The whole concept of the Tuono is to be an RSV4 for everyday riding, a comfy streetbike with very nearly all the performance of the superbike. But the RSV4 is just as easy to get along with in the real world and a better motorcycle for longer rides at high speeds. Even at lower speeds the Tuono isn't as comfortable as it should be – the seat is rock hard and the footpegs are a good few inches too far back, so too much weight is thrown onto your wrists.

Then there's the fuel range. On the road the Tuono and RSV4 average between 32mpg and 38mpg which gives them not much more than 100 miles between fuel stops. That's worse than most other sports bikes and it's not enough.

If I were looking to buy an Aprilia V4 I'd certainly forget about the Tuono and go for the real thing. This spec Tuono goes out at £11,599, which is £2400 less than a basic RSV4 and £5000 less than a top-spec RSV with full electronics and racing-grade Öhlins suspension and Brembo brakes. Like Paul Newman said, "why have hamburger when you can have steak?"



Valentino Rossi won first world title on a 125 Aprilia. Below: Max Biaggi sets the pace in World Superbikes

Gold and Goose

ON TRACK

PUNCHING ABOVE ITS WEIGHT IN RACING

How a relative newcomer made it to the top

APRILIA HASN'T BEEN MAKING motorcycles for very long but has achieved a huge amount of success in road racing during the past few decades.

Just like Ducati, the company began life soon after the Second World War, but Aprilia started out producing bicycles, not motorcycles. In the late 1960s Aprilia ventured into powered two wheelers – mopeds first, then motocross bikes. By the mid-1980s Aprilia had built its first Grand Prix bike, powered by a Rotax tandem-twin 250 two-stroke. In August 1987 Loris Reggiani rode the machine to the company's first GP win.

The Aprilia/Rotax relationship blossomed. By the early 1990s Rotax-powered Aprilias were the fastest bikes in the 125 and 250 classes. But the more vicious power delivery of the rotary-valve engines made the machines harder to ride than the rival Hondas and Yamahas, powered by reed-valve two-strokes.

Thanks to clever use of fast-improving engine-management technology, Aprilia tamed their engines until they were good enough to win World Championships. The factory won the 125 title in 1992 and the 250 in 1994 with Max Biaggi, who would return many years later to give Aprilia its first World Superbike crown.

Aprilia has now won a total of 37 world titles in GP racing (18 riders' crowns and 19 constructors') and 294 GP victories in the 125 and 250 classes. Only Honda and Yamaha – both of them much, much bigger companies – have won more GP victories.

Aprilia's success in the smaller GP classes was helped by the fact that Honda and Yamaha gave up two-stroke development. Eventually the Italians became so dominant that MotoGP rights-holder Dorna took measures to prevent that dominance continuing. Dorna hated the fact that Aprilia monopolised both the 125 and 250 grids, charging extortionate prices (in Dorna's opinion) and choosing which riders were blessed with the best bikes and which got lesser machinery. In the end, Dorna broke the monopoly by killing off both classes and replacing them with the four-stroke Moto3 and Moto2 championships.



Aprilia

Aprilia had known the game was up for some while. The two-stroke street bike was being legislated out of existence by environmental restrictions. That's why Aprilia started diversifying into four-stroke superbikes, first with the RSV Mille V-twin in the late 1990s, then with the RSV4 in 2009.

Aprilia has also had a go at MotoGP. In 2002 its RS3 Cube, using a three-cylinder 990cc engine largely designed by Cosworth, became the first MotoGP machine to crack 200mph. The RS3 scored other firsts: it was the first MotoGP machine to use pneumatic valve springs and a ride-by-wire throttle. But the bike didn't live up to its promise and the project was scrapped after the company was bought by Piaggio – best known for Vespa scooters – in 2004.

In fact races dominated by Aprilia two-strokes are not entirely a thing of the past. In Britain, Aprilia's Superteen race series gives teenagers the chance to start their careers on barely modified RS125 two-stroke road bikes. The low-cost championship allows riders to compete at the same level. Current MotoGP and World Superbike riders Casey Stoner, Cal Crutchlow, Chaz Davies, Bradley Smith and Leon Camier all started out in Superteens.

On the road, Aprilia is the choice of riders who desire Italian exotica but prefer not to make the obvious choice. M



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Road cars



by Andrew Frankel

As someone who spends perhaps too much of his time trudging around the world's motor shows, I found it difficult to underestimate the pleasure of going to the Goodwood Festival of Speed and attending a motor show without realising it.

Although the Moving Motor Show is now in its third year and going from strength to strength, to me this was the one in which the entire Festival raised itself to a new level. It's no longer simply a hillclimb so popular it enjoys the patronage of car manufacturers, it's the one weekend of the year when the UK car industry comes together to show its wares.

The structures they brought with them were just as big as they'd have been were this the NEC or London Arena, and possibly bigger, space being at less of a premium in Lord March's garden. Rather than being an unrelieved expanse of stands, Goodwood offered showgoers the opportunity to dip in and out and spend the rest of time either keeping the kids happy at the junior Festival of Speed, or, of course, watching the world's finest and most interesting machinery being flung up the hill by their heroes. As a one-stop shop for car enthusiasts, it's unparalleled.

For now. The soaring success of the Festival will not have gone unnoticed around the world, nor will other countries be blind to the commercial opportunities it presents.

I have long maintained that the traditional motor show is an entirely outdated concept. The idea of trooping into a soulless building and walking around looking at cars under artificial light seems absurd to me. The cars don't move and you can't even hear them. Before the last war people flocked to Olympia because there was no other way of seeing the latest products. But now you can see, hear and watch all the latest cars at the click of a computer mouse. To be persuaded actually to get out of your chair, travel some distance and pay a lot of money to watch cars for real requires a really big draw – and that is what Goodwood provides.

From the car manufacturer's point of view, doing it the Goodwood way puts them in touch with the greatest possible density of real prospects at a time when they're relaxed and feeling passionate about cars. They may even film your product going up the hill and post the video on a social media site, helping with your own marketing.



Arash and Bentley seized opportunity for live demo

Of course it can go spectacularly wrong, as the man in the Gumpert Apollo discovered this year when he became just the latest in a long line of supercar drivers who thought all that's been said about the hill's notorious Molecomb bend somehow didn't apply to them. But for the most part, this year's Festival passed off without incident.

The time will come when the world wakes up to what happens in West Sussex every year and realises that there really is a better and more imaginative way of connecting with your customers and prospects than simply parking cars on a plinth in the time-honoured fashion. But it is hard indeed to imagine anyone doing it as well as Goodwood. If ever a brand was ripe for export, surely this is it?

Given its name we should not have been surprised that the supercar run was so full of, er, supercars. But I was still startled to see just how many new machines chose to be shown to the public for the first time at Goodwood.

Porsche brought over its new 918 Spider hybrid hypercar, though it did not run it, while Aston Martin paraded its new Vanquish. It's an undeniably pretty car which has considerable presence but which still looks too derivative of the nearly 10-year-old DB9. Bentley chose Goodwood for the new Continental Speed to make its world debut while the likes of the BMW M6, Ferrari 458 Italia Spider and Toyota GT86 were seen here for the first time.

But my eye was drawn more to the less well known machinery in the supercar paddock.

I'm always heartened by the fact that, whatever the economic climate, there's always a band of have-a-go heroes happy to pump a load of their own money into a new brand or reviving an old one. Sometimes they succeed, more often they don't, but I never fail to be impressed by their courage and commitment.

The great-looking Arash AF10 deserves to be taken seriously: the work of Arash Farboud, the man who designed the mightily impressive

Ginetta G60 (nee Farbio GTS), it is an 850bhp, carbon-chassis, mid-engined monster, deliveries of which should start later this year.

I quite liked the look of the GTA Spano, a Spanish supercar powered by an 8.3-litre V10 motor supercharged to 820bhp. But the least familiar car on the hill was the de Macross Epique GT1. Korea's only supercar, the Roush-powered mid-engined machine ran up and down all weekend with Justin Bell at the wheel. He told me the development of the car was "90 per cent there" but it had not yet been decided whether it should go into production or not.

You might have thought AC Cars was long gone but in fact it's been quietly pumping out hand-built Cobras these last few years, and has now hooked up with old ally Zagato to produce the 378GT. Underneath that sleek Italian body lies sensible GM engineering in the shape of a stock 434bhp Corvette motor, so it should be both quick and reliable. At around £90,000 it faces a lot of stiff competition from Porsche, Aston Martin and Jaguar, but if AC can keep on top of the quality this may yet prove the new dawn for AC Cars predicted by its management.

I wonder if Damon Hill will come to regret telling the *Daily Telegraph* that "most people aren't safe to drive above 55mph". For myself I'd be interested to learn of the evidence upon which he based the comment, not least because I really don't want to think he's as patronising as he sounds.

Some have said it's a bit rich that Hill should be making such comments given the way even he admits he used to drive in his youth, but we're all entitled to grow up and change our minds. What is so disappointing is that someone I always thought a highly intelligent man should resort to spouting such sprawling and unsupported generalisations in the press.

Are 'most people' really unsafe above 55mph? I don't know, not least because I don't know what Hill regards as 'unsafe'. You simply cannot paint with such a broad brush and hope to emerge with a clear picture of what is a highly sensitive and complex topic.

For what it's worth, I believe most people are entirely 'safe', insofar as they pose a minimal threat to themselves and other road users while driving at 55mph, so long as their equipment and conditions allow – which, most of the time, they do. The truth is, and I'm aware I've said this before, there are circumstances in which most people will be safe at 80mph and others when anyone would be lethal at 30mph. You simply cannot make a single sweeping statement, apply it across the board and expect to be taken seriously. I'd expect the more militant elements of the road safety lobby to elect not to understand the point, not a former Formula 1 World Champion.

MY MOTORING MONTH



REACQUAINTED WITH THE EXCELLENT TOYOTA GT86

SPENT A WEEK OF THE MONTH renewing my acquaintance with the Toyota GT86. I drove it in Japan late last year, but only on the track and in pouring rain. Even so, its poise, balance and unquenchable thirst for oversteer was revelatory. But it had asked as many questions as it answered, not the least being how it would behave on a dry British road.

Now I know the answer, I'm more taken with it than ever. This car is not merely a very good example of its type, but something else: a type of car hitherto presumed extinct.

In many ways, this brand new Toyota is old-fashioned. It's not heavy like modern cars, it doesn't understeer like modern cars. Its steering is crisp and alive, its performance rather tame. On tyres deliberately sourced direct from the Toyota Prius, it has surprisingly little grip. Objectively you'd wonder why anyone would consider spending £25,000 on one.

But we're not objects, we're humans with hearts and red blood. For the money there is no car I've driven in recent memory that's both sufficiently sensible to use all the time and anything close to as fun as this. Living in the countryside, if I owned one I'd get to balance a car on its throttle every day of life. It'll do those massive, broadside slides beloved by the YouTube generation, though I'm not a huge fan of that kind of behaviour on public roads. But it's also delicate enough just to nudge into that delicious neutrality where true road driving pleasure belongs, yet is imperceptible to onlookers.

There's not a car on sale today to which it can profitably be compared. Its character is closest to a Mazda MX5 but with far greater civility, rear seats, a big boot and a fixed roof. A Nissan 370Z might look like a close fit, but it's far more brutal and less sensitive as well as having just two seats. As for the likes of the Audi TT or Peugeot RCZ, they are as sheepdogs to a whippet.

Once the initial fuss has died down I don't think the GT86 will sell in vast quantities over here because those looking to spend this kind on money on a 2+2 coupé would happily trade all that driving pleasure for a plush interior and a name the neighbours will covet. Closed two-door Japanese sports cars have almost always struggled in our nation of badge snobs. Still, GT86 owners will be too busy enjoying themselves to care what anyone else thinks.



A TRIP UP THE HILL WITH ANOTHER RACING HILL

ENJOYED AN HOUR OR SO with Jake Hill (no relation to Damon) at Goodwood. Jake is an 18-year-old whose success racing Ginettas has resulted in him being named a BRDC Rising Star. As it turns out I drove him up the hill because he'd never seen it before and wanted to know which way it went before tackling it himself. So while I can't tell you what his driving is like, I can say he is self-effacing, confident without being cocky, interesting and interested. When you ask most racers of his age what they want to do, they respond that their ambition is to be Formula 1 World Champion. Jake appears to have a more sensible head. He wants a career as a professional racing driver and to compete at Le Mans. If he drives as well as he presents himself, that should be eminently achievable.



TALKING PORSCHES WITH JOHN FITZPATRICK

ONE OF THE JOYS OF Goodwood is the chance to chat to your heroes. A couple of years back I was to share a car with John Fitzpatrick at the Revival but its engine blew before we got the chance, so it was wonderful at last to sit down and talk with this legend.

The conversation fell to Porsches in general and the 956 in particular. In 1983 John's newly formed John Fitzpatrick Racing was the first privateer team to take delivery of a customer 956, which shows the high regard in which he must have been held.

The finest hour came that year when he shared with Derek Warwick to win the wet Brands Hatch 1000Kms, beating the works Porsche and Lancia teams. "Looking back I guess it was the greatest moment of my career," he says.

In his last race in a 956, at Fuji in October 1983, he suffered a puncture at a near-flat right curve. "Derek (Bell) was following me in the works car and I have a photograph of him going underneath me, with me upside down above him. Luckily it landed on its feet and, save some bruising from the belts, I didn't have a mark on me." Others who continued to race in Group C were not so lucky.



LOTUS EXIGE S

You have to hand it to the chaps at Lotus. I've been to Hethel three times during the current turbulence and not once has anyone whined, moaned or complained about what must latterly have been a near-intolerable working environment. And if you think that's just because everyone puts on a brave face for every passing hack, I know different. If heads are down, it's only because they're buried in their jobs, calmly getting on with the important work while turmoil rages around the boardroom.

And you won't find a much better example of that work than this Lotus Exige S. I know it



sounds like just another mild variation on a theme to try to inject fresh life into a familiar model. But it's not. Tub aside, it's a new car.

It's that way partly because if the Exige S is to sell for £53,850, Lotus has to be able to show it's done more than reheat old soup. But it's also because of the curious domino effect created by a single modification. In this case, it was to almost double the size of its engine, replacing the Exige's 1.8-litre four-cylinder motor with a V6 displacing 3.5 litres and, once supercharged, generating 345bhp.

This engine meant new suspension to carry its weight and transmit its loads, new wheels and tyres. But it also required a bigger engine bay and the only way to achieve that was to stretch the back of the car, which meant not only new bodywork, but a new wheelbase too. Obviously the new engine meant a new gearbox and the longer wheelbase would have in effect meant slower steering, so a revised rack was



FACTFILE

ENGINE: 3.5 litres, six cylinders, supercharged
TOP SPEED: 170mph
PRICE: £53,850
POWER: 345bhp at 7000rpm
FUEL/CO_2: 28.0mpg, 236g/km
www.lotuscars.com

required. And because the whole shooting match was so much heavier and more powerful, new brakes would obviously be needed. So one new engine ends up mandating an almost entirely new car.

It's also rather different in concept. Though it could be used on the road, the old Exige was essentially a track day car, which relied on the unusually robust characters that bought it to not mind the racket on the way to the Nürburgring. Once there, it would always be worth it. And it was. Years ago I drove an early Exige around the Nordschleife and discovered a vehicle capable of feats of grip and agility quite beyond what you could reasonably expect of any car wearing a numberplate. »»



New baby Benz is more conventional than its forebear

MERCEDES A220 CDI SE

THE ORIGINAL MERCEDES A-class wasn't everyone's steak and chips but I was a huge fan. More, I thought it an important car, one that in its innovative sandwich floor packaging and lightweight construction held the answer to many of the more pressing issues asked of late 20th century middle-income earners looking for compact yet safe and spacious wheels.

I knew this because my family fitted the description so perfectly I bought one in 1999 and kept it until my children outgrew it over a decade later. True, it was inexactly constructed from some poor materials, but it served us well.

It's been replaced by a new model with all the innovation removed. The new A-class is convention personified: turns out that the clever platform was expensive to produce and as inflexible to a car manufacturer as it was versatile to its owner. I loved the way the rear seats would tip, slide, recline or remove; Mercedes hated the fact it couldn't be turned into all sorts of different cars.

It's a mistake that it won't be making again. The new platform already underpins the new A- and B-class and will soon sire the CLA coupé, a compact SUV and one other, probably a convertible.

For now the A-class is all the things its parent was not, and vice versa. It's not miraculously space efficient, its rear seats don't belong in a circus. But it is beautifully finished, feels like a true baby Benz and handles superbly.

But it's very dependent on specification. So far as I can work out there are four different suspensions and at least two of them are too stiff. Likewise, you'll need to make sure you get the engine that offers the best blend of performance and economy – of those I drove, it was the A220 CDI by some distance –

FACTFILE

ENGINE: 2.1 litres, four cylinders, turbocharged diesel
TOP SPEED: 141mph
PRICE: £23,500 approx
POWER: 168bhp at 4000rpm
FUEL/CO_2: 65.7mpg, 112g/km
www.mercedes-benz.co.uk

and think hard about whether you'd prefer the standard unimpressive manual gearbox or the outstanding seven-speed double-clutch shift. I'm a three-pedal man through and through, but with this car I think I'd have the auto.

And although Mercedes is now throwing AMG badges around with the same worrying abandon as BMW is sweating its M-brand, it'll be next year before the proper 325bhp, four-wheel-drive A45 AMG is available. You can buy an A250 'Engineered by AMG' now, but it's more tepid than hot.

But if you choose carefully, there's a fine car waiting to be discovered. Mercedes admits even it was surprised to discover its diesel engines were more refined in the A-class than the C-class from where they were plucked, while all models I tried handled and steered at least as well as anything in the class.

Less interesting though it is, the A-class no longer feels like a poor relation, and it's not just Mercedes that's going to see the sense in that.

I remember being delighted to have made its acquaintance and still more pleased I wasn't going to be driving it back.

But some things haven't changed. The Exige is still a pretty undignified car to enter and exit, particularly if you're over six foot and middle-aged. Your head goes first followed by a leg; once your backside has hit the seat there remains the issue of the other leg. I ended up grabbing the offending limb and physically manhandling it into the cockpit.

Inside, however, there are all sorts of items I'm not used to seeing in any Lotus. There's a cable to connect your iPod and even seat warmers. In a Lotus! Try to reverse it and you'll discover it has parking sensors, too.

Has Lotus gone soft? When you first drive the Exige S you'll be forgiven for thinking it has. The supercharged Toyota V6 may develop 345bhp, but it's far quieter than any other engine used by Lotus save perhaps its ill-fated homegrown V8 that produced near identical power from the same capacity 16 years ago. Most of all it's smooth: this is the first Exige that doesn't fizz and buzz, and it changes the character of the car entirely.

It signals the fact that this is not just an entirely different Exige, it's a new kind of Lotus, probably the most broadly able there has been.

It is, for instance, the first Lotus to lay credible claim to supercar status, not just in the sheer volume of its performance, but also its ability to deploy that potential over long distances without frying the nerves of its occupants. With no paddle shift transmission, four-wheel drive nor even the limited-slip differential used by other manufacturers to optimise their acceleration times, the Exige S is still a comfortable sub-4sec 0-62mph performer and capable of hitting 100mph from rest in 8.5sec. Without its slow and awful gearchange, that figure would probably come down to not far off 8sec, which, for guidance, is approximately Ferrari F40/Jaguar XJ220 pace.

But it is the civility with which such performance is delivered that means the Exige deserves to be considered anew by those who have hitherto thought it a better idea in theory than reality. Once you're in, the supportive seats and fine ride will keep you comfortable for as long as the tank holds fuel. There's even enough space in the boot to not rule out abbreviated holidays for a couple of careful packers.

You'll still have to tolerate its foibles, though, which seem still less forgivable now the car costs well over £50,000. For the money the quality of interior finish is frankly poor; you have to press one of three buttons on the key and then turn it in the ignition before the engine





Exige S is heavy by Lotus standards but is still in its element on the racetrack

will start, and rearward and over the shoulder visibility is terrible. Those parking sensors serve a greater purpose on an Exige than almost any other car to which they are fitted.

Lotus hopes you'll put up with such inconveniences because when you get to the track, as all owners surely will, the Exige S will make finger food out of any similarly priced Porsche or other comparable car.

It does not joke. For the first time in the life of the Exige it feels like it finally has an engine that can exploit fully the potential of its chassis: it feels properly balanced, not just between over and understeer, but between the provision of power and grip. Now there's the torque to challenge traction at the apex of any slow or medium speed corner, enough to make you question Lotus's continuing unswerving loyalty to the open differential.



My fear, which was that the 1166kg weight of the car (which is considerable by Lotus if by few other standards) would compromise its feel, was largely misplaced. The steering is heavy though not oppressively so, and if it gets loose it needs a little more room to round up, but this is balanced by a correspondingly more forgiving nature, brought by that longer wheelbase and quicker rack. The Exige may be transformed as a road car, but its element remains the track.

Through its history, Lotus has shown both how capable and confident it is at building thoroughbred driver's cars and also how shaky and unsure of itself it becomes when it strays from this territory to chase sales in more lucrative, luxurious ends of the market. The Exige S is a different kind of Lotus but only because it's the first to place an equal emphasis on performance and handling. It remains a driver's car to its boots. It would make a hopeless everyday conveyance, but if you're looking for a car with enough refinement to make the journey to the track actively enjoyable, the Exige S will not only do that but also, when you arrive, make you the envy of the paddock.



Astra VXR has plenty of grunt but requires more finesse

VAUXHALL ASTRA VXR

LAST MONTH, REVIEWING the Ford Focus ST, I said the forthcoming Vauxhall Astra VXR would need to be better than any Vauxhall hatchback since the HSR Chevette to beat it.

On paper, the Vauxhall seems to be exactly that. With 276bhp it is 29bhp more powerful than the Ford and quite a lot quicker too: any front-drive hatchback that can get past 60mph in fewer than six seconds can count itself a truly fast car. Moreover while Ford's solution to the very real problem of putting so much power through the front wheels is to electronically control its open differential, Vauxhall has fitted a proper mechanical limited-slip diff.

The measure works well: I drove the Astra on the road and around a soaking wet Rockingham circuit where it stayed very even-tempered under all except the most intolerable provocation.

Traction was excellent and my greatest fear for the car, that its engine would overpower its chassis, went unfounded. On the open road it's a superlative overtaking machine, thanks to a broad power band and impressively little lag for a small engine developing so much power.

What it is not, however, is any kind of breakthrough for Vauxhall. It's probably the best VXR model that's ever been made, but sadly that's not saying a great deal. It has all the looks and performance you could want, but not enough of the steering feel and handling balance that spell the difference between a car that's merely very fast and one that's genuinely great to drive.

Though I liked the Astra VXR, the sense that Vauxhall has pitched it too high is inescapable. Nowhere is that clearer to see than in the price: the car is only available as a three-door while the Focus ST comes with five doors or even estate bodywork. Yet while the Focus can be yours for as little as £21,995, Vauxhall is asking £5000 more for the Astra. It will be better equipped but it still won't have leather seats or navigation. Add those and you'll tip £30k.

What a shame the hot Astra remains unable to shed its bridesmaid's dress despite nearly 30 years in the role. In the early years of the Astra GTE it was always the Golf GTi to which it had to defer; more recently sundry Renaults and Fords have bettered it.

The issues that undo this Astra should not be a surprise to Vauxhall. No VXR model I can recall has struggled for power, but nor has any been the best-handling car in its class. And if you care about driving, you'll know that there's always more pleasure to be had from a car that handles well than one that's just quick. Until Vauxhall chooses to focus on injecting a little more finesse into these models, I fear that 'best of the rest' remains the best than can be realistically hoped for.

FACTFILE

ENGINE: 2.0 litres, four cylinders, turbocharged
TOP SPEED: 155mph
PRICE: £26,995
POWER: 276bhp at 6000rpm
FUEL/CO2: 34.9mpg, 189g/km
www.vauxhall.co.uk



Despite appearances the Juke R is, in effect, a short-wheelbase GT-R

NISSAN JUKE R

WHAT A DIFFERENCE one little letter can make. The Nissan Juke is an odd-looking and dynamically very ordinary 'crossover' hatchback. It has been a runaway sales success. A Nissan Juke R is one of the most extraordinary supercars I've encountered, and if they sell 10 they'll be doing well.

Actually it's not a Juke at all, but a GT-R that's been pulled, pushed and squeezed into a little black number shaped like a Juke, but with huge wheelarch extensions, wings and spoilers.

Underneath it's all Nissan GT-R. In the case of the prototype I drove that meant a 485bhp, twin-turbo V6 motor though production versions will have nearer 550bhp. The problem faced by Ray Mallock's RML, who did the conversion, is that the GT-R is longer than the Juke. This meant removing a massive 250mm section from the centre of the car, making this actually a short-wheelbase GTR wearing Juke clothes.

It's as crazy as it sounds. Great gouts of power boot it up the road, only fractionally moderated by an effective paddle-shift transmission. As a corner arrives you notice that abbreviated wheelbase the moment you turn the wheel and feel it lunge for the apex. Back on the power and it wants to understeer but if you ease off again it'll flick the back out like a two-tonne Stratos. Yes, I've added a couple of hundred kilos for effect, but at 1800kg this Juke may be shorter than a GT-R but it's even heavier.

What's most remarkable about this cut-and-shut Frankenstein's monster is that it's actually a well-sorted car, one which an enthusiast might well consider adding to the stable as an unlikely track day chariot. Until, that is, conversation turns to the price. There's no official word yet but I was told that if you want RML to make you your own Juke R, you'll be parting with over £400,000. Still, this pricing does ensure that if you do choose to have one, it'll likely be the only one you and your friends will ever see.



FACTFILE

ENGINE: 3.8 litres, six cylinders, turbocharged
TOP SPEED: 155mph (limited)
PRICE: £400,000 approx
POWER: 542bhp at 6400rpm
FUEL/CO_2: n/a
www.nissan.co.uk

AND THAT REMINDS ME...

Nature takes its course during a dignified parade of racing Jaguars

The funniest moment of my Festival was an attempt to stage a parade of Jaguars from C to F-type. The F-type would be at the back with Mike Cross, head of car development at Jaguar and Land Rover, at the wheel. Next up the line was Bob Tullius's famed SCCA Championship-winning Group 44 E-type helmed by your reporter. In front of me was the unraced, priceless D-type prototype driven by another scribe while the queue was headed by the C-type that was the first car to win a race using disc brakes. It was driven by Norman Dewis.

There was some debate as to whether we should just drive slowly and wave to the crowd or try a little harder. "Unless I'm told to go slow, I'm going to go for it," was Norman's simple response. But I don't think anyone, least of all the D-type driver, expected the 91-year old Norman to disappear up the hill at quite such a lick. Blessed with well over 500bhp, I had no problem keeping up with the D, but we were halfway to the top before either of us caught the C.

Jaguar's idea of a dignified parade lay in tatters and not one of us would have had it any other way.

The curious thing about the Tullius E-type is that despite its menacing appearance and the terrifying sound of its raucous V12, the car itself is the most docile racer of its era I've driven. The chassis is superbly stable and all the controls childishly easy to manage. So you can just sit back and enjoy the experience, safe in the knowledge that despite the bark it won't bite.

It's an important car, too: its success led to Tullius campaigning first an XJS and then his own IMSA prototype, the XJR-5. That car in turn provided the kick Jaguar needed to develop its own Group C car, with winning consequences. It might have taken 13 years to progress from this E-type to the top step at Le Mans, but the journey started here.



Sidetracked
WITH ED FOSTER



Youthful faces are the only giveaway that this isn't a professional team

JOBS IN HIGH PLACES

Myerscough College offers a hands-on approach to learning about motor racing, which has led many of its students to the likes of M-Sport and McLaren

There are six students huddled around a computer screen watching my onboard video and I hear one ask, "Is he any good?" They're not words I want to hear. Let me explain.

Myerscough College from Preston has asked me up to Silverstone to test one of its cars – a Skoda Fabia vRS – and I have just been out on track for the first of three sessions. Thankfully the team of students is here for much more than useful feedback from me – the person who almost lost it on the out-lap, the video of which they are now watching.

The college offers courses in many fields – including Floral Design (yes, really) – and one of those is motor sport. However, unlike many university courses in motor racing, it doesn't just focus on engineers. It covers everything from managing a team to the work of a mechanic and even driver coaching (something I need a lot more of).

"The problem with a lot of motor sport courses," says Chris Campbell, one of the students, "is that the focus is very much on engineering and you're sitting behind your desk for 80 per cent of the week taking lessons in data analysis. You then get four hours in the workshop a week on your specific project. With the Motorsport Management and Logistics course you get to go out and do events like these. The classroom lessons run from Tuesday to Thursday so you can get work experience with professional teams at the weekends."

One of the modules this year is to organise an event, and the team at Myerscough has opted for this test at Silverstone so that it can get some miles on the Skoda Fabia, which has been converted from a rally car to a circuit racer. There is a team of eight students and two tutors checking every part of the hatchback when I arrive and the only thing that gives away the fact this isn't a professional team is that the average age is so low.

Despite the College owning well over 20 racers – including three Formula Fords, a Subaru Impreza STi II, a Toyota MR2 and a new M-Sport Fiesta R2 – the course does make





money. Ronnie Sandham, one of the tutors, points out that it's one of the less profitable courses for the College, but as long as it stays in the black, it will stay on the syllabus.

"It's not too tough to get on to the course," says Campbell, "as you only need 80 UCAS [Universities and Colleges Admissions Service] points. Elsewhere you're looking at 200 points or more, but in my opinion it's a better course because you get your hands on the cars and get real-life experience."

This year Myerscough College bought one of M-Sport's Fiesta R2s, which arrived in pieces and was then built by the students. The finished product will be given back to the rallying company so that it can sell it on. "I really like being on the Fiesta project at the moment," says Campbell. "It's a brand-new build and it's great to watch it being rolled into the workshop as a standard car and then emerging at the end of it as a fully-fledged rally car."

The launch of Myerscough's first R2 was on July 18 and as a mark of how closely it works with M-Sport, managing director Malcolm Wilson was in attendance.

The R2 is more than just a way to learn the workings of a modern rally car, though. "The College selects 15 or 20 students a year," says Gary Collister, who builds customer rally cars for M-Sport. "We bring them all to M-Sport to do a test. We organise a mock service of the car and we also ask them some questions. From there we select 10 of them and they come with us for six rounds of the World Championship and work on the R2s.





Fabia was converted from rally car to circuit racer

"The students are absolutely no problem at all, and it's a fantastic opportunity for them. The idea is that the WRC Academy [which M-Sport runs for the FIA] isn't just for young drivers, but also young mechanics. A couple of the students at Myerscough have been offered full-time jobs at M-Sport and others have gone on to do freelance rally work elsewhere.

As well as the R2 builds and possible internships at M-Sport, Myerscough is also getting its 2010 Formula Ford on track this season. "Back in 2006 the College ran a car in the British Formula Ford Championship [when it finished 11th out of 24 teams in the overall standings] and we've wanted to get the cars back out there for a while. We're very cheap compared with other Formula Ford teams as we only cost £34,000 for a season – it's less than a third of what you would pay everywhere else." Jake Mayes will be racing for Myerscough College over the next two years so it will be interesting to see how the team fares against the professional outfits.

The low cost is, of course, partly down to the fact that you will be supported by a team of students rather than professional mechanics, but don't be too quick to write them off. M-Sport certainly hasn't, nor did Benetton F1, Chevrolet in the WTCC, Fortec in Formula 3, McLaren or Prodrive in the past, because all of them have hired ex-Myerscough students.

At £3400 a year to take the course, Myerscough College offers a remarkable pool of cars and tutors from which to learn. And it's clear that the breadth of the three motor sport courses on offer – the First Diploma, National Certificate and National Diploma – is producing students who impress some of the biggest companies in the industry. We are constantly hearing about Formula Student – and rightly so – but as Kevin Lee, the managing director of Menard Competition Technologies, once told me, "Everyone has done Formula Student and we now look for people who have done that as well as going that extra mile." Though not involved with Formula Student, the Myerscough motor sport courses are considered by many to be that extra mile.



SEEN ON THE ROAD THIS MONTH



A FITTING ANNIVERSARY CELEBRATION FOR MGB

For a few weeks it looked like I wouldn't make MG Live! at Silverstone this year, the 50th anniversary of the MGB. But thanks to a very kind invitation from Paul Latimer I found myself on the grid of the MGB50 two-driver race. His B, the earliest racer in existence, was superb around the flowing GP layout. Had he got a proper driver alongside him, Latimer no doubt would have found himself higher up the order…

A total of 600 competitors took to the track over the weekend and watching them were 15,000 spectators.

You may shudder at the thought of so many MGs in one place, but you've got to tip your hat to the MG Car Club for organising such a fantastic event.



ELECTRIC IMPRESSIONS

Although I missed my chance to drive up the hill at the Festival of Speed (a Gumpert Apollo crash saw to that) it was good to see Lord Drayson's Lola-Drayson B12/69EV put through its paces. It was the first time the electric car has been seen in action by the public and it looked mighty impressive.

"The experience of driving it is weird," Paul Drayson told me after his first run. "When you drive this sort of car with a Judd V10 in it you can very much hear the engine behind you and you can feel it pushing you. But the sense you get with the electric drive is that the car is being pulled."

A new four-wheel-drive system is in the works, and keep an eye out for the 2014 FIA Formula E Championship regulations, which will be coming out soon.



A BUSY SUMMER FOR 'BIG JOHN' **SURTEES**

Two recent charity events are testimony to the energetic fund-raising of the Henry Surtees Foundation

IT'S GREAT TO SEE 1964 F1 WORLD Champion John Surtees doing such a good job with the Henry Surtees Foundation. I've been lucky enough to attend two events in as many weeks, which have helped raise a considerable amount of money for its projects which range from a proposed 'Henrycopter' for Kent Air Ambulance, to further education in motor sport technology, engineering and road safety.





First up was a visit to the Swift Gallery in Stoke-on-Trent – a normally private collection of photos, which proved so popular that owner Andrew Swift is going to open the space to the public. It's a stunning selection of images that stretches from the birth of motor racing right up to the present day. The plan is to open it up from 2-6pm on Thursdays, but check www.swiftuk.co.uk before you go.

It was then time to visit Weybridge for the Henry Surtees Brooklands Karting Team Challenge. Art editor Damon Cogman and I were joined by double Le Mans class winner Darren Turner and British GT racer Riki Christodoulou, but despite our best efforts we slipped down to 11th out of 30. A large part of that may have been down to the combined weight – and talent – of Damon and I. Entry fees alone raised £30,000 and plenty more was added in the auction afterwards.

Visit www.henrysurteesfoundation.com for news and details about forthcoming events.

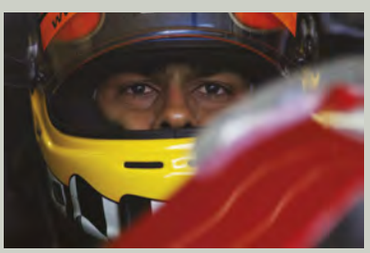


LE MANS: **A MENTAL** MARATHON

Karun Chandhok's first Le Mans 24 Hours was a steep learning curve and mentally the toughest race he's done, but it's left a lasting impression

THE RESULTS WEREN'T SURPRISING AT the Le Mans 24 Hours this year. Audi filled all three podium spots and the Toyotas, though faster than many expected, didn't last the distance.

The second privateer over the line in sixth overall was the JRM Racing HPD ARX-03a-Honda that was piloted by David Brabham, Peter Dumbreck and Karun Chandhok. A remarkable effort considering that this was the team's – and Chandhok's – first Le Mans.



The first Indian ever to race at Le Mans was also a new recruit to sports car racing. The sometime F1 driver switched to JRM at the beginning of 2012 and went straight to Sebring.

"The first free practice I did at Sebring I was lost because of the traffic," he tells me when we meet up for coffee in London the week after his trip to La Sarthe. "I went out and every time I got on to the long straight there were cars in front of me, so I thought 'right, I'll make a gap'. The same happened the next lap, and the lap after, and then the chequered flag came out. I was nearly dead last because I hadn't done a lap. After that David (Brabham) said to me 'you've got to ignore that, just keep driving and if you get traffic, you get traffic'.

"It's a big change of mindset. You just have to accept that if you catch four cars on a lap you will lose six seconds, guaranteed. But you have to think that your competitors will also catch the same four cars at some point."

Talk soon turns to Le Mans and Chandhok is quick to point out that he'd never actually been there until this year. Still, as a fan of the sport's history he felt the sense of occasion.

"You obviously know about it and you watch it on TV, but you just don't appreciate what a mega event it is. It was a complete novelty for me. I was staying in a campsite – not a proper campsite, the drivers' campsite – and I had Martin Brundle as my neighbour on one side and then David Brabham on the other.

"What I loved most was the circuit because it's a proper old-school circuit. If you make a mistake, you'll be in the gravel or you'll hit a wall. There are none of these high-grip asphalt run off areas. It would be good to get rid of one of the chicanes, maybe the second one on the Mulsanne. If you got rid of that it would make the kink – which at the moment isn't a corner for us (in an LMP1 car) – a proper big-balls corner."

It was hardly surprising that Chandhok appreciated the track, but what did come as a surprise was how easy he found the race physically and how tough it was mentally. "The evening shift was OK, but the next one at 2am to 5am was tough. The last hour of that was probably my hardest ever in a race car because at 5am you've been up for 22 hours and you've done three Grand Prix distances. It's not physically tiring because the g-forces are much less than in F1. But mentally, it's really hard. With so much traffic, as soon as you think 'I'm just going to relax a little' your lap time goes up three seconds because you're just a little bit less aggressive in the traffic."

Chandhok is still keen to get back into an F1 car, but is pragmatic about how much it will cost him. Unless he can bring a budget spilling into the millions it will be hard to compete with the likes of Pastor Maldonado or Bruno Senna. But a career in sports cars would be the next best thing. And having posted the fastest lap of the race out of his team-mates, he shouldn't find it too hard to vie for competitive seats.



Historic Scene
WITH GORDON CRUICKSHANK



Don Wales and Gina Campbell bring Haymarket to stop with five Bluebirds





www.retrospeed.co.uk

BLUE BLOOD IN THE WEST END

A famous racing family returns to the theatre of speed where it all began

I went to the theatre in June. That's not unusual – it's one compensation for living in London, and I go often. But this visit was different. You might call it a mixed media performance – two people on stage, black and white films, and an outdoor element with a boat. The two people were grandchildren of Sir Malcolm Campbell, the films were Pathé newsreels, and the boat was his Water Speed Record K3. The point was to mark 100 years of the record-breaking family name 'Bluebird'.

It was at the Theatre Royal in Haymarket a century back that Malcolm Campbell saw a play by Maurice Maeterlinck called The Blue Bird. Moved by the performance, he decided to christen his Darracq Bluebird, instead of Flapper III after a horse he liked, and paint it in the now famous bright blue. And it was outside the same theatre, ranged on red carpet down one side of London's Haymarket to the puzzlement of the public, that we found Sir Malcolm's Rolls-Royce V12-powered record boat K3, his racing Lorraine-Dietrich, the oldest surviving car to have carried the Bluebird name though now better known as Vieux Charles III, and the 350hp Sunbeam in which he broke his first records and hit 150mph on Pendine Sands.

To reinforce the blue bloodline, Don Wales brought the electric Bluebird in which he too broke records on Pendine, and Gina Campbell, daughter of Donald, was present too. A one-time offshore powerboat racer who was herself the fastest woman on water, Gina is involved with the restoration of K7, the jet boat which crashed at 300mph on Coniston Water killing her father Donald. It's planned to run it on Coniston next year. Meanwhile Gina, who tells me she's involved with a new BBC docu-drama about her father and is writing her autobiography, says she could be tempted to race again. "I'm very competitive. I find ordinary boating unexciting."

The gathering wasn't all history, though; the team unveiled a mock-up (black, ironically) of a Bluebird electric racer aimed at the proposed 2014 Formula E electric race series. With its faired-in wheels the single-seater coupé would be a fresh new shape in racing. Don Wales told me the project is about promoting British technical achievement as well as maintaining the Bluebird profile for future record attempts. "I hold the British electric record," he says, "and I want the world one. But we're seriously under-funded." After an attempt to break 150mph the tiny team had to repair the knee-high battery bullet after a crash with Don's son Joe aboard, fourth generation of a family which already boasts 30 records. "Next time it won't be Pendine," says Don. "Too rutted. We'll use a nice flat runway."

Sitting on a huge trailer high above the London street, level with the coachloads of passing tourists, K3 looked impressive enough. Then we realised that they were preparing to fire up the huge V12 – if the Westminster Health & Safety reps allowed it. After a good deal of conferring and promises not to cross 1500rpm, there was an eruption of blue smoke. Windows rattled up and down the street as the vast V12 bellowed, and passing trippers nearly overturned their open-topped buses by hanging over the side with cameras.

Karl Foulkes-Halbard, who has spent 20 years restoring K3's shaky timbers to a water-worthy state, explained that what we were hearing – and feeling – was actually a Rolls-Royce Meteor tank engine. "We have the original R engine too, but it's just too historic," he told me. "It's the same engine Malcolm Campbell used to break 300mph in the car before he swapped it to the boat and took the water record at 130mph. It gave 2500hp, where the Meteor is 650 – but that's plenty for demonstrating!"

When with a final ear-shivering blast the V12 shut down there was spontaneous applause. Seeing the effect on the crowd, Don Wales grinned. "I'm trying to encourage Gina to try for the World Water Speed record in 2014," he said. "It'll be 50 years since Donald broke both land and water records in the same year."

"I'm always game," said Gina cheerfully. "I usually say yes – so be careful what you ask…"

THE OTHER **24-HOUR CLASSIC**

Brooklands throbs once again to the noise of its biggest weekend of motor sport







photoparazzi.com

A HEARTENING SIGHT AT BROOKLANDS in June – a packed grandstand, although the occupants had a view spectators didn't get pre-war as the seats were right across the Finishing Straight looking up the Test Hill. It was the Double-12 meeting, where among sputtering veterans and fire-breathing aero-monsters a lone Silk Cut Jaguar reminded us there was another 24-hour event going on that weekend, at Le Mans. A co-operation between the Museum and the VSCC, the D12 mixes speed trials on the Mercedes-Benz World track with concours d'elegance and driving tests on the Members Banking, and the age range is wide open, which meant Corvettes and Humberettes among the Vickers jets. Reminding us of 50 years of the Cobra there was a class for the Anglo-US classic; the one which broke a half-shaft over the top of the Test Hill had only to be pushed yards to what was the Members Tearooms, as it's now the AC factory.

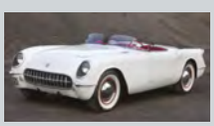
Tim Jarrett topped the driving concours results in a highly appropriate Frazer Nash TT Rep which raced here pre-war, while if it weren't for Mac Hulbert, Morgans would have whitewashed the speed trials. David Pryke's Riley-engined 4/4 bested the sports car class, Gary Caroline was fastest vintagent and Sue Darbyshire fastest vintalady, both in Super Aeros, a model honed on the Track. But Raymond Mays was clearly looking down to urge Hulbert on in ERA R4D, as he put almost 4sec between himself and Pryke.

On the Hill it's more about commitment than speed – he who hesitates is last. Once again the Sinclair C5 club came, but seeing the crash helmet and proper handlebars on the one that tackled the hill I wasn't surprised when it bolted up the daunting slope. Not the running gear Sir Clive installed, I think.

Among the club displays I fancied a Giugiaro 1750 Alfa prototype I'd never seen before, while Club Lotus brought the menacing black Lotus transporter. Roger Collings was out in his 'new' 60hp Mercedes, the supercar of the Edwardian era, while by the paddock pumps, where it must often have stopped in the past to satisfy its appetites, stood the Birkin single-seater Bentley – its last outing before its amazing £5m sale at Goodwood. Let's hope it will be at next year's Double-12 too, though the auctioneers are keeping tight-lipped about who has bought it.

DREAM GARAGE

WHAT WE'D BLOW THE BUDGET ON THIS MONTH

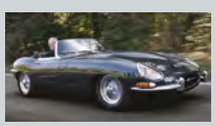


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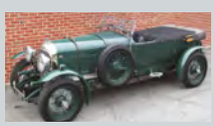


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IN THE WORKSHOP

Classicarco

WHAT'S YOUR HISTORY?

When my toxic waste business acquired new premises it allowed me a lot more space for my car hobby, which included buying, selling, collecting and restoring. Soon I had what most would regard as a small workshop where we restored a '50s Nota special and a Morris 1000 convertible. I was soon approached by Chris Maitland, who has a wealth of experience with TR sports cars going back to when these were new. Between us we started Classicarco with the aim of providing quality restoration and rebuilds with traditional skills, and handing back cars we are proud of. We currently have five employees and operate on a wide range of cars.

WHAT'S YOUR RANGE OF SKILLS?

Between the current staff we have nearly a century of expertise. We have good storage capability for vehicles, and tooling to complete servicing, repairs, upgrades and finishing, including full rebuilds and timber framing, bodywork, mechanical fixes and builds. We don't take any shortcuts and offer a friendly, honest service to customers.

DO YOU HAVE A SPECIALISATION?

We would happily turn our hand to most jobs and have previously completed some very challenging restorations indeed. We have a lot of experience with Alfa Romeo, Fiat, Triumph, Austin-Healeys, Jaguars, MGs and Maseratis and other classic cars in this vein.

WHAT'S IN THE WORKSHOP NOW?

An Audi Quattro, Alfa Romeo 2600 Sprint, Alfa Sprint 1600GT, Alfa 1750 Spider and a 1600GT Junior, a Triumph Roadster, TR6, BMW 3.0CSA and 635CSI, an AC Aceca, Maserati Indy, a Frogeye Sprite and an MGB. The level of work on each varies, but most are major restorations.

WHAT PROJECTS ARE YOU PROUD OF?

We're proud of all our work, whether a minor restoration or a full rebuild, but I suppose one that particularly stands out is the Fiat Topolino that we rebuilt from a complete basket case, and which gave rise to our company logo!

GC was talking to Mike Marczynski
www.classicarco.com



Birkin Bentley has added a new record to its illustrious history

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– BONHAMS –

The Festival of Speed was again considered a huge success, especially for Bonhams, which sold £22m-worth of machinery on June 29.

The headline result was the £5,042,000 paid for 'Tim' Birkin's 1929 4½-litre supercharged 'blower' Bentley. It set the Brooklands Outer Circuit record at 137mph and has now broken the record for the most paid for a British car at auction. However, the buyer remains anonymous.

Other notable results included the 1932 Alfa Romeo 8C-2300 Spider which Birkin and Earl Howe raced at Le Mans (£2,689,500) and the historic 1908 Itala Grand Prix car (£1,737,500). As expected the 'Corgi' 1912 Rolls-Royce 40/50hp Double Pullman Limousine also sold extremely well, eventually going for £4,705,500.

Bonhams will be shipping over to Quail Lodge soon for its sale on August 16/17 and has already confirmed the ex-GTC Gulf Team Davidoff 1997 McLaren F1 GTR 'Longtail' (POA). Another interesting racer ready to cross the block is the ex-NART and Geneva Motor Show 1972/75 Ferrari 365 GTB/4 Daytona Competizione Spider, one of just five Chinetti NART conversions. It raced at Le Mans in 1975 and is expected to reach £1.2-1.5m.

– RM AUCTIONS –

More lots have been announced for RM's Pebble Beach sale on August 17/18, one of which is a rare 1956 Ferrari 250GT LWB Berlinetta 'Tour de France' (POA). This particular car is the first 14-louvre example to be built and passed through the hands of Walt Disney Studios, which used it in the 1966 film *The Love Bug*. There are plenty of other cars from the Italian manufacturer in the sale including a 1967 Ferrari 275 GTB/5 (£775,000-1m) and a 1990 F40 (£420-470,000).

Also in the sale is Jo Siffert's Can-Am Porsche 917/10 which you can read more about on p100 (£2-2.2m), a 2001 Audi R8 (£650-970,000), a 2001 Bentley Speed 8 (£1.2-1.6m), a 1968 Chevrolet L-88 Corvette FIA racer (£615-870,000), a 1987 Porsche 962 that competed in the 1988 IMSA Championship (£710,000-1m), a 1981 Porsche 935 that ran in IMSA in 1982 (£840,000-1.15m) and even an ex-Steve McQueen 1961 Cooper T65 MkII Formula Junior (£95-130,000).

– GOODING AND COMPANY –

Last month we mentioned the 1919 Miller TNT racer and the 1964 Ford GT40 prototype, but we can now add a hugely important Bentley 4½-litre Le Mans team car, a 1955 Ferrari 857 Sport and a Porsche RS60 Spyder to Gooding and Company's lot list for August 18/19.

The Bentley (£3.5-4.8m) placed third at Le Mans in 1929 driven by Benjafield and d'Erlanger, and is the only remaining works car in 'Bobtail' form, while the 857 (£3.2-4.5m) was once painted yellow by Andy Warhol! Briefly a works team car, its pilots include Gendebien and Carroll Shelby. As for the RS60 Spyder (£1.6-1.9m), it is one of only 14 customer cars built and was raced extensively in period.

– MECUM –

Scroll past pages of muscle cars in the catalogue for Mecum's Monterey sale on August 16-18 and you'll soon come across an astonishing line-up of Porsches and other notable racers. In no particular order you will find: two factory-built 1977 Porsche 935s, the 1986 Sebring-winning 962, the 1974 911 RSR raced by Emerson Fittipaldi in the International Race of Champions, a 1987 962, a factory-built 1977 934, and the 1972 917/10 Spyder of George Follmer, plus a 1970 Lola T165-22 Can-Am racer, a 1971 Can-Am McLaren M8E and a 2006 Saleen S7R. All estimates on request.

– ARTCURIAL –

The French auction house raised £6.9m in its second sale at Le Mans Classic on July 7. Star item was the 1992 World Championship-winning Peugeot 905 EV 13, which changed hands for £517,664. Elsewhere the Nürburgring 1000Kms class-winning 1966 Ferrari 275 GTC went for just over £1.2m, the 1988 WM P99 sold for £98,907 and the 1966 ASA for £247,267. However, quite a few of the headliners failed to sell, notably the 1973 Ligier JS2 and the 1970 JS1. Also, the 1978 Ligier JS11/15 and 1994 Ligier-Renault JS39B were withdrawn.

A full review of Silverstone Auctions' Classic Sale will be in next month's issue.

FORTHCOMING AUCTIONS

AUG 8 H&H *Donnington Priory Sale,* Newbury, Berkshire Tel: 08458 334 455

AUG 11 COYS *40th Oldtimer Grand Prix,* Nürburgring, Germany Tel: 020 8614 7888

AUG 12 RM AUCTIONS *Aalholm Automobile Collection,* Nysted, Denmark Tel: 001 519 352 4575

AUG 16-17 BONHAMS *Quail Lodge Sale,* Carmel, California Tel: 001 415 391 4000

AUG 16-18 MECUM *Muscle Cars and More,* Hyatt Regency Hotel, Monterey Tel: 001 262 275 5050

AUG 17-18 RM *Monterey Sale,* Portola Hotel and Monterey Conference Center Tel: 001 519 352 4575

AUG 18-19 GOODING AND COMPANY *Pebble Beach Auctions,* Pebble Beach, California Tel: 001 310 899 1960

AUG 25 SILVERSTONE AUCTIONS, *CarFest South* Laverstoke Park Farm, Hampshire Tel: 01926 691 141

AUG 26 H&H *Classic and Collectors' Cars,* Stoneleigh Park, Warwickshire Tel: 08458 334 455

AUG 30-SEP 2 AUCTIONS AMERICA *Auburn Fall Sale,* Auburn Auction Park, Indiana Tel: 001 954 566 2209

AUG 31-SEP 1 WORLDWIDE AUCTIONEERS *The Auburn Auction,* Auburn, Indiana Tel: 001 260 925 6789

FOR FULL AUCTION LISTINGS AND RESULTS VISIT
www.motorsportmagazine.com

Reviews





GRAND PRIX WHO'S WHO

FOURTH EDITION

by Steve Small

The third edition of this book was published in 2000, 12 long years ago. Since then there have been a lot of races – and new Grand Prix drivers – which means an already big book is now enormous. At nearly 850 pages, you'll want a strong carrier bag and a short walk home from wherever you buy it. And believe me, if you love Formula 1 history you will want to buy this book.

We rubbed our hands in glee when the fourth edition thumped on to our desks, not least because our soft-back office copy of the old one is being held together by brown tape. 'The Steve Small', as it is known, is the most-used reference book around these parts. The reasons are simple: the format of each driver's results couldn't be better, and crucially we trust what it tells us. Given its primary function, nothing could be more important.

Small's biographies, many of which have been expanded, are useful career snapshots, while there are portraits of every entry, from the most famous to the most obscure. Pick a page at random and you might find photos, short biogs and stats for Gianfranco Comotti, George Constantine and John Cordts, with all of four GP starts between them. Turn the page and next up is David Coulthard, who started considerably more.

Some things don't change. It still begins and ends with George Abecassis and Ricardo Zunino, but a cast of new names have joined the roster between them. It's a fantastic resource – and great value for money, too. **DS**

Published by Icon Publishing Ltd., ISBN 978 1905334 69 8, £70



FORMULA 1 IN CAMERA

1970-79 (VOLUME 2)

by Paul Parker

The latest instalment of Paul Parker's excellent 'In Camera' series, this glossy, image-led book delves deep into the archives to take another look at the decade of the 1970s. Following on from Volume 1 a few years ago, this continues from the previous works by showing images of far-flung races, less well-known drivers and small, under-funded teams.

There is an overwhelming number of books stuffed full of statistics and information released regularly, so this is a welcome change of pace in having extended and informative picture captions to narrate the decade. This isn't meant to be a definitive record of all the races, this is purely a glorious pictorial review of a time that started out with the safety, technology and sensibilities anchored in the '60s, but ended it with turbos, ground effect and big-money sponsorship pointing the sport firmly towards the future. **DC**

Published by Haynes
ISBN 978 0 85733 074 1, £35



THAT NEAR-DEATH THING

INSIDE THE TT: THE WORLD'S MOST DANGEROUS RACE

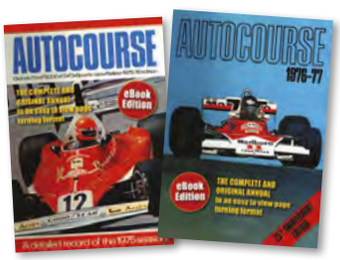
by Rick Broadbent

There's no denying that I am a huge TT fan. Ever since I first saw the bikes in action going through Creg-ny-Baa I have consumed DVDs and books on the island race. This latest one from *The Times* writer Rick Broadbent is perhaps the best of all.

It follows the big names – John McGuinness, Guy Martin, Conor Cummins and Michael Dunlop – through the races in 2010 and 2011. There's plenty that will be familiar if you've seen *TT: Closer to the Edge*, but there may also be much you didn't know. The disdain some of the riders have for the most famous, Guy Martin (who has yet to win a TT), and the drive behind Michael Dunlop who so wants to prove he's more than just Joey Dunlop's nephew, are revealing.

I seem to have consumed every TT-related book/article/video clip so far, but this one is a cracker. **EF**

Published by Orion Books
ISBN 978 1 4091 4340 6, £16.99



AUTOCOURSE EBOOK EDITIONS

1975-76 AND 1976-77

If you are one of those who collect old copies of *Autocourse*, your search has got easier – and cheaper. The revered annual collation of Grand Prix facts, photos and opinions can be hard to find once you go back a few decades, but the publishers have come to your rescue with a digital disc version. So far editions from the 1970s have been immortalised in digibytes, but others will appear in due course. Running on PC or Mac, each displays every page of that year's book, and can be searched for your favourite driver, though you have to search again each time you look at one of the proffered results.

With reports on every GP, full stats and reviews of sports cars, US racing and minor formulae, *Autocourse* has always been a useful season round-up, but discs are much easier to store. And if you're really short of space, in time all volumes will be available online, too. **GC**

Published by Icon Publishing Ltd., www.autocourse.com, £19.99 each

YOU WERE THERE

Since there's talk currently of a London Grand Prix, we too have shifted the scene to the capital – Regent Street





1 2



3

IAIN FRASER

Iain sent us racing shots too, but we fell for these he grabbed with his Instamatic after stumbling across the 1970 World Cup Rally leaving Wembley for Mexico. Incidentally, Iain founded the Elephant House coffee shop where JK Rowling wrote that book… {1} John Handley and Paul Easter's works Mini was sponsored by BBC Grandstand {2} Privately-entered Triumph 2.5PI was ahead of its time with lamps wash-wipe {3} Two optimistic souls entered in a Trident – they did not finish {4} The Martin family's was one of two Royces in the event, but both 'failed to proceed', as RR parlance has it {5} Lotus Cortina boasts roof exhaust for rivers, but huge air horns didn't help in London traffic

4 5





Doug Nye





On your marks: the Kling/Klenk 300SL starts the 1952 Mille Miglia and, inset, Nye tackles Goodwood

IN CARACCIOLA'S FOOTSTEPS

An irresistible opportunity to take a pedigree Mercedes to the Goodwood hill's summit

Late on Sunday afternoon at the Goodwood Festival of Speed, I was offered a drive in one of the Mercedes-Benz Museum's 60-year-old W194 300SL coupés. Of course, I rudely rejected any such proposal (this bit isn't true).

Having driven one of their two magnificent, muscle-bound (and utterly deafening) 300SLR Uhlenhaut coupés, the rather cramped cockpit of the lightweight 300SL came as the first surprise. Once on the move, the SL's eager agility and sure-footed, nimble feel came as the second. Indeed, aiming this historic little aerodyne up the Goodwood hill was a revelation, emphasising how the W194 had been conceived as the then cash-strapped Daimler-Benz company's riposte to Ferrari's contemporary heavyweight 4½-litre V12-engined sports cars. The German engineers – restricted to a production-based power unit - built light to maximise manoeuvrability and power-to-weight ratio.

They were impressed by the fine example of Jaguar's C-type, which had won at Le Mans in 1951 using a lightweight frame and body with a production-based six-cylinder engine and gearbox plus many other standard parts. Mercedes-Benz technical director Fritz Nallinger wanted to do something similar for Mercedes' post-war return to racing in 1952, and in his company's latest three-litre 300 saloon – the W186 – he had the perfect donor.

Frame and bodywork apart, virtually all the 300 saloon's basic design elements would be adopted for the 300SL – Sport Leicht (Lightweight) – racing coupés. But since the production-based iron-block engine and driveline assemblies were heavy for racing, designer Franz Roller's engineering team saved every ounce possible in the new coupé's chassis and body.

Perhaps most significantly, senior pre-war racing engineer Rudi Uhlenhaut had worked for two years with the British Army's Royal Electrical & Mechanical Engineers in occupied Germany. While with them he read about the 500cc 'poor man's motor racing' movement in Great Britain, and about Italy's Dante Giacosa-designed spaceframe Cisitalia D46 lightweight *monoposti*. He had then designed a rear-engined racing car of his own, with a very deep multi-tubular chassis frame that peaked at the scuttle centre.

The lattice spaceframe chassis for the 300SL would emerge with a similar high point, while every component tube was either in tension or compression, as a true spaceframe should be. As Uhlenhaut once explained to me, if every tube intersection had been universally jointed, or just tied together with floppy cloth, the frame would still retain its shape, regardless. In his fantastic history of Mercedes-Benz's racing cars, Karl Ludvigsen cites the 1952 W194 chassis frame as having been as stiff in torsion as the oval-tube structure of the pre-war W154 Grand Prix chassis, yet it weighed only 110lbs against the W154's 155lbs. And the post-war spaceframe didn't require any of the extra body supports that added further mass to the pre-war chassis.

To achieve the W194 frame's exceptional rigidity, its cockpit-bay structure had to be deep, dictating high sills where doors would normally be cut. And this deep-sill requirement is what prompted the distinctive gullwing door design. To lower the bonnet line, the 300-derived engine was canted 50 degrees from vertical with the crankshaft centre offset to the car's right, providing a wider footwell for the driver (but tough luck on the passenger).

The iron-cased four-speed gearbox from the production 300 was used, with long-throw,

centerline gearchange. Alfin drum brakes (as special as the chassis) and Sindelfingen-made aluminium body completed the recipe. The W194's design team missed their dry-weight target of 780kg – about 1716lb – but 1914lb was judged to be good enough. Breathing through three Solex carburettors, their modified 300-based engine developed slightly more than 170bhp at 5200rpm, while rival Jaguars, Ferraris, Cunninghams and Talbots were blessed with at least 200bhp.

The works team of these 300SL coupés made its debut in the 1952 Mille Miglia – the new cars' fine shape and straight-line speed putting the wind up young Stirling Moss, who warned Jaguar that the C-type's shape was hopeless in comparison – which led directly to that year's 'droop snoot' C-type flop at Le Mans. Karl Kling led to Rome before knock-off hub delays helped Giovanni Bracco win for Ferrari, with the German second, team-mate Rudi Caracciola fourth and Herrmann Lang retiring after hitting a stone that unshipped his car's back axle.

Two weeks later, four SLs were fielded in the Swiss GP supporting race at Bern's Bremgarten circuit. But while Kling, Lang and Fritz Riess finished triumphantly 1-2-3, Caracciola had his maroon car's rear brakes lock and he smashed head-on into a trackside tree, sustaining leg injuries that ended the veteran champion's racing career.

Three new SLs contested Le Mans, and finished 1-2 after the collapse of the Jaguar and Talbot challenges – the latter when single-handed 'Levegh's car threw a con-rod while leading into the 24th hour. Lang/Riess shared the winning car, with Theo Helfrich/Hans Niedermayer second.

Four works 300SLs then ran at the Nürburgring German GP meeting on August 2, as 'chop-top' open spyders. Kling's was a new, even shorter-wheelbase car that had initially sported a supercharged 230bhp engine. Astonishingly no team driver – nor engineer Uhlenhaut – could get this car around the 14-mile Nürburgring any more than a mere 0.3sec faster than its unsupercharged sisters, despite having 50 more horsepower. All four SLs thus raced unblown and Lang headed a 1-2-3-4 finish.

The Daimler-Benz importer in Mexico City pleaded for Stuttgart to enter the season-end Carrera PanAmericana. Two 300SL coupés and two spyders were shipped. After Karl Kling/Hans Klenk (below) were joined by a buzzard bursting through their windscreen – and Hermann Lang/Erwin Grupp struck a dog – they finished 1-2 in this order, humbling Ferrari. Kling averaged 102mph – a staggering feat over 1933 miles of public highway, 60 long years ago.

The 'Prat Motors' liveried car that I drove – shut up – is the second-placed Lang/Grupp Carrera car, and lifting the carpet on the cabin deck behind its seats revealed original alloy panels bearing a peeling coat of burgundy paint. When the Rennabteilung had required a fresh coupé for the Mexican trip they grafted a new front frame onto Caracciola's crashed Bremgarten car, and that's the coupé I drove. To say I felt privileged is an understatement. A Caracciola and Lang car, no less. That will do nicely, thanks.



GP Library



John and Charlie Cooper in the Prescott paddock

LAT

A light touch at the Cooper factory

From 1953 to 1965 – minus a spot of National Service – Terry Kitson was one of that generally happy band of Cooper Car Company staff, in their famous Surbiton factory, just south-west of London. He recently reminisced about how he got his job there, as an enthusiastic teenager. "From the age of about 14 I'd always stop by while cycling home from school," he says, "and peer through the doors. When I was leaving college I wanted to get a job there, but my father was against it and it became a stand-off between us. Eventually, my mother stepped in and said, 'If you really want to work there I'll make sure you present yourself correctly. You should ask very nicely to see Mr Charles. He possibly won't want to talk you, so I'll tell you what to say, but be very respectful'.

"She was right. Charlie Cooper didn't want to talk so I called after him and he said, 'Nah – you don't want to work here' so I said, 'Yes sir, I do'. It went to and fro. Then I used my mother's briefing and said: 'Well sir, who was it that fell out of the ambulance when my father and you were on fire-watching duty and a call came in that German paratroopers had been seen dropping onto the Kingston bypass? And I believe you, sir, broke a leg'."

There was a long pause, during which Terry thought he'd gone too far, "Then Mr Charles grinned and said, 'Start at eight o'clock tomorrow, then'. I was in!"

It turned out that Terry's father, a master baker, had on the outbreak of war landed his industry's biggest job, managing the Royal Arsenal Co-op's London bakeries. In the event of invasion, he would have been required to supply bread to greater London. But on the side he'd struck a private deal with Charlie Cooper involving a straight swap – off-ration petrol in return for sugar and butter from Kitson Sr.

Today Terry owns one of the F3 Cooper T72s whose chassis he made in period, and still laughs about Cooper's response when works manager Roy Golding complained that the factory should be better lit. Charlie was obsessive about the electricity bill, dismissing any such idea with the line: "Welders don't need light. They make their own!"

Ferrari faces legal challenge from old ally

It appears that the spaghetti is poised to hit the fan. Luigi J Chinetti – the racing driver formerly known as 'Coco' Chinetti and son of the four-time Le Mans-winning founder of the North American Racing Team, who was a prime mover behind Ferrari's early commercial success – has filed a legal suit against the Italian company. He seeks "declaratory judgment and cancellation of the Trademark Reg Nos 3,223,963 (Ferrari Classiche) and 3,084,412 (Prancing Horse) based upon trademark misuse".

Since all racing cars are an assembly of consumable parts they often have to be rebuilt. Sometimes modification became vital just to remain competitive. Often NART rebuilt crashed Ferraris with extensive recourse to new parts. Team members were proficient and their work was generally done with Ferrari's full knowledge, and Chinetti raced the modified cars as 'Ferraris', again with the factory's full knowledge. In fact, a car with Chinetti-designed frame and body not only raced as a Ferrari with the factory's consent, but scored a top-10 finish at Le Mans.

The Miami Division suit relates, however, that Luigi J Chinetti was restoring two Ferrari 275Ps – chassis '0812' and '0814' – in Italy when the factory claimed they were replicas and began litigation related to them. The Italian authorities duly seized the cars and criminal counterfeiting charges were brought against Luigi J Chinetti. He then succeeded in convincing the court that the 275Ps were original Ferraris. He was acquitted of all charges and, after more than a year, the P-cars were returned to his control for completion.

The vast majority of Ferrari lovers are well aware that NART built a number of convertible Daytonas, known as the NART Spiders. Earlier this year, when Goodings auctioneers offered a Daytona Berlinetta that had been modified as a convertible, Ferrari's New York attorneys protested that the vehicle: "…is being offered in violation of Ferrari's trademark rights". They contended that Ferrari's trademarks were now being applied to a product so radically different from their original that "…as a trademark owner, Ferrari has never controlled or approved of the modifications to its car" and that "these modifications negatively impact on the safety specifications as well as the handling, and in general on its overall quality and image".

> "Chinetti managed to convince the court his cars were original"

That was knocked back, but the factory that for so many decades expressed zero interest in its old cars has apparently had a change of heart about the market, or in the revenue stream its restoration/preparation industry now represents.

Chinetti's suit maintains that Ferrari is trying to utilise protection of its trademark to monopolise and manipulate the aftermarket. In so doing, Ferrari is creating disparate classes of car owners, by stopping the sale of some modified cars while not stopping others. The factory's Ferrari Classiche division is claimed by the company to protect the integrity of the marque's cars and to encourage their preservation. In contrast, the suit contends that it is not Ferrari's job to do this once the vehicles are placed "into the stream of commerce".

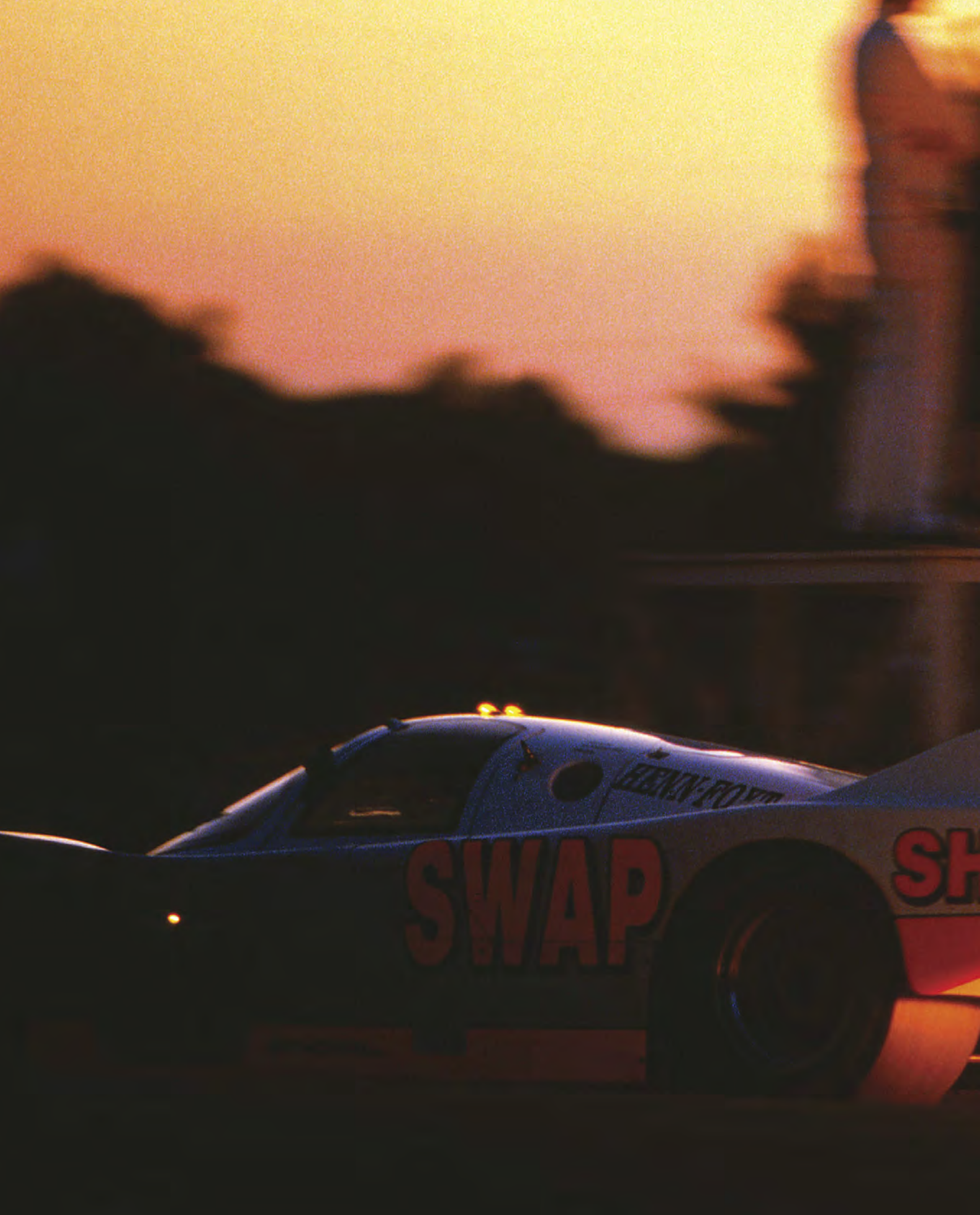
The suit claims Classiche's operation negatively affects owners of non-certified/attested cars: "In refusing to certify cars without first receiving payment for inspection and repairs, Ferrari is misusing its trademark to monopolise the aftermarket repair and restoration of Ferraris". Chinetti additionally alleges that Ferrari "…has used and misused its trademarks for anti-competitive purposes and restraint of trade, trying to control the aftermarket of its vehicles and generate its business in restoring and improving aftermarket Ferraris".

Historically, America takes a dim view of anti-competitive practice. Should Ferrari's modern, bluntly profit-driven approach to the old car world be explored under the forensic arc light of trial by jury, things could get very interesting… Ⓜ



Chinetti-modified Ferrari 312P in action during the Daytona 24 Hours, 1971

GP Library


SWAP

Parting Shot

Le Mans 24 Hours, June 16-17, 1984

The Henn's T-Bird Swap Shop Porsche 962 shared by Michel Ferté, Edgar Dören and Preston Henn spits fire as it rounds Mulsanne Corner. It would not make the finish, but the team's 956 driven by John Paul Jr and Jean Rondeau would eventually claim second place

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